

PUBLIC REVIEW DRAFT



# Sutter Pointe Specific Plan

SUTTER COUNTY, CALIFORNIA • DECEMBER 2008



PUBLIC REVIEW DRAFT



# Sutter Pointe Specific Plan

Prepared for

Measure M Group  
and County of Sutter, California

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CHAPTER 1:  
Introduction

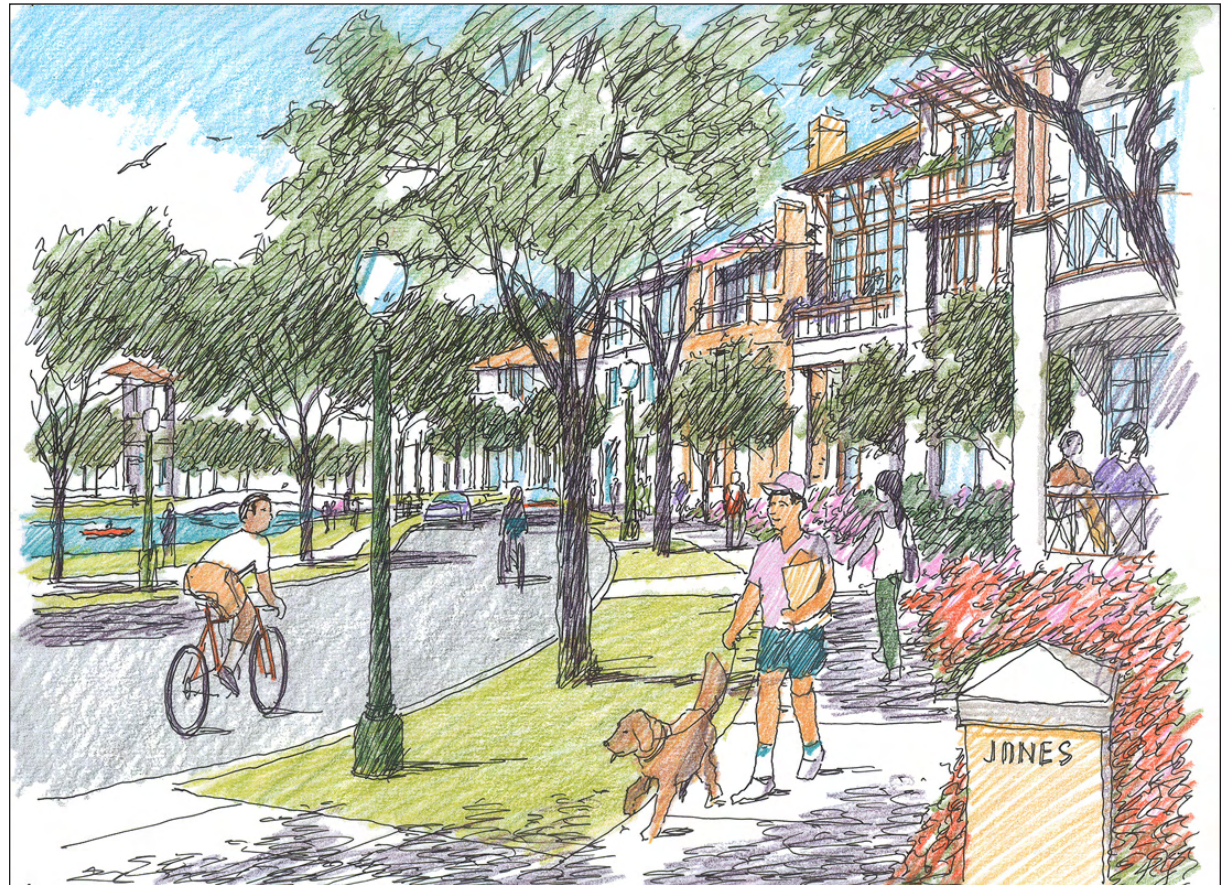




## 1.1 OVERVIEW

The Sutter Pointe Specific Plan provides the development framework for a master-planned mixed-use community located in south Sutter County. The Plan establishes objectives, policies, and implementation tools to guide land use planning to create a new, mixed-use residential, commercial, and employment center, while conserving valuable environmental resources found within the area.

Emphasis has been placed on creating a vibrant new community that offers a distinct “sense of place”, connected to the greater Sacramento and Yuba-Sutter communities by a system of multi-modal transportation options.



Sutter Pointe is guided by the following objectives:

- Create a major employment center in south Sutter County that serves both Sutter County and the greater Sacramento region.
- Accommodate projected regional growth in a location near planned infrastructure, urban services, transportation corridors, and major employment centers.
- Provide a complementary and supportive array of land uses that enables development of a community featuring employment centers, homes, shopping, schools, recreation, cultural and worship facilities, and public services.
- Provide a range of housing choices for all family types.
- Promote a mixed-use community composed of neighborhoods and activity centers.
- Provide for development of needed regional service facilities, such as a hospital/medical center or community college.
- Establish a system of multimodal transportation facilities that connects to the regional transportation system, including pedestrian and bicycle trails and future bus rapid transit.
- Create an efficient internal street system that connects residents to employment, commercial and civic centers, schools, and recreational and community facilities.
- Locate neighborhood parks adjacent to schools, and establish joint use of park and school sites.
- Provide usable recreation facilities that also act as transition zones between employment areas and adjacent residential neighborhoods, including dual-use recreation and drainage facilities.
- Comply with the Natomas Basin Habitat Conservation Plan (NBHCP), Sacramento Area Flood Control Agency (SAFCA) flood control plans, and other regional resource conservation and safety plans.
- Promote a balance in the type and phasing of land uses that supports a strong tax base and generates financial resources to pay for public services and infrastructure without financial burden to existing Sutter County residents.
- Maintain flexibility to adapt and adjust to changing economic and market conditions.
- Support incorporation of the Specific Plan area as a city at the optimal time in the future.

Sutter Pointe is also envisioned to be a transit and pedestrian-friendly community. The Specific Plan is designed to accommodate future bus rapid transit (BRT) service along key regional transportation routes serving central points within planned activity centers. A key component of the Specific Plan is the ability to provide peak-period express transit services for commuters to Sutter, Sacramento, and Placer Counties, as well as internal specialized transit services to schools, commercial centers, and industrial job centers.

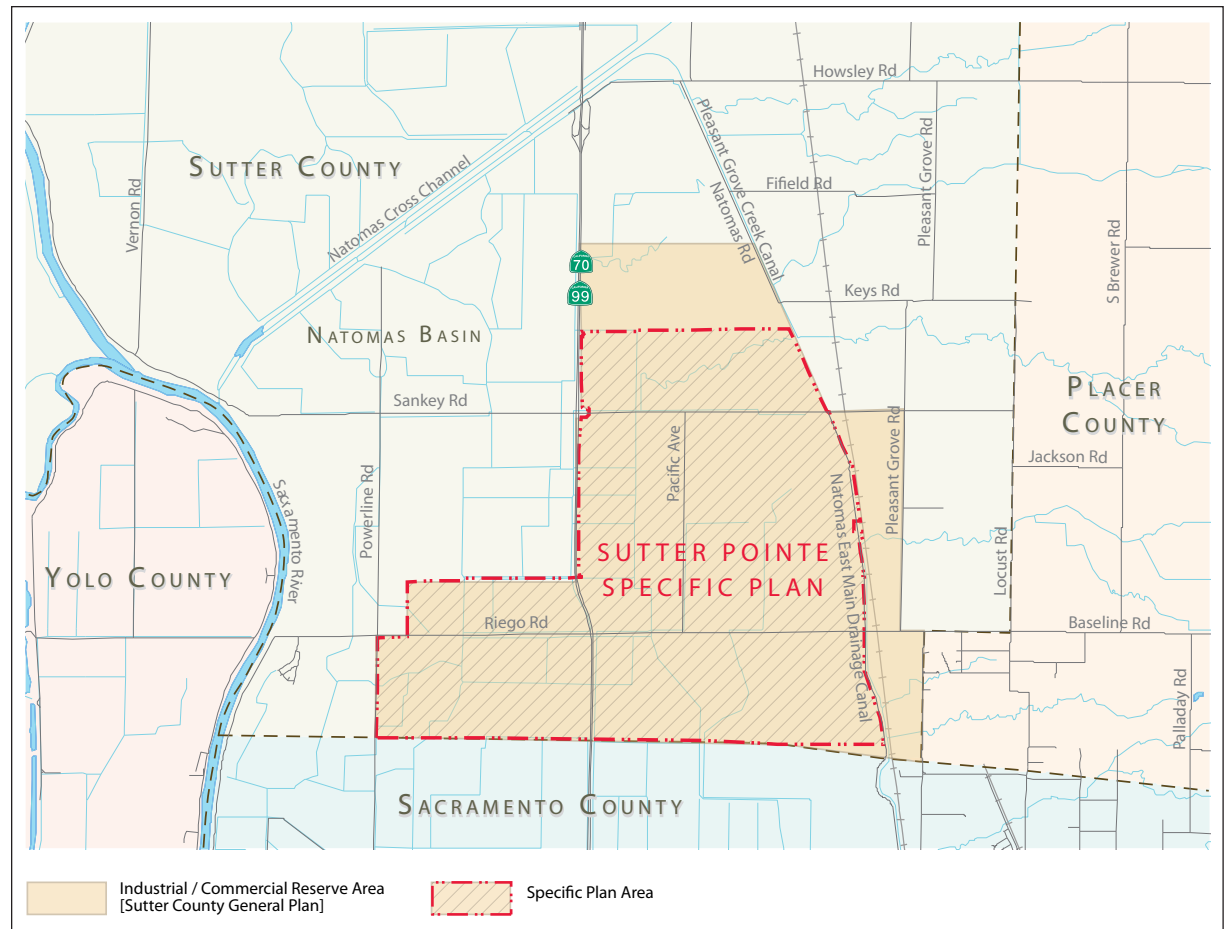
While the Sutter Pointe planned community is located within the unincorporated portion of Sutter County, it is the intent of the County that Sutter Pointe becomes an incorporated city at the earliest feasible opportunity, thereby providing residents and businesses with urban services offered by a local city government and affording residents local control over future land use planning activities.

The Specific Plan and subsequent entitlement process are consistent with the goals and policies of the Sutter County General Plan (as amended). Together, they allow for a sequence of community input and government review to ensure that development occurs in a logical, consistent, and timely manner.

## 1.2 PROJECT LOCATION AND CONTEXT

Sutter Pointe includes approximately 7,500 acres of land located in the southeast portion of Sutter County, within the 9,500-acre Industrial-Commercial Reserve designated in Sutter County’s General Plan (see Exhibit 1.1). The Plan area is located primarily on agricultural land. Existing land uses are agricultural, composed mostly of rice fields, and industrial, including a 50-acre Sysco Corporation warehousing and distribution center and a Holt Tractor Manufacturing facility (see Exhibit 1.2). Surrounding existing and planned developments include Sacramento International Airport, Metro Airpark, and the Greenbriar Specific Plan to the southwest, the Placer Vineyards Specific Plan and Rio Linda/Elverta Specific Plan to the east, and the Natomas Joint Vision development area to the south (see Exhibit 1.3).

The Specific Plan area is generally bounded by Natomas Road on the east, the Sacramento-Sutter County line on the south, and, at its westernmost point, Power Line Road; the northern boundary is approximately 4 miles north of the Sacramento-Sutter County line. State Route (SR) 99/70 divides the southern portion of the Specific Plan area. Pleasant Grove Creek Canal and the Natomas East Main Drainage Canal form the eastern boundary of the project site (see Exhibit 1.2).



**Exhibit 1.1:** Vicinity Map

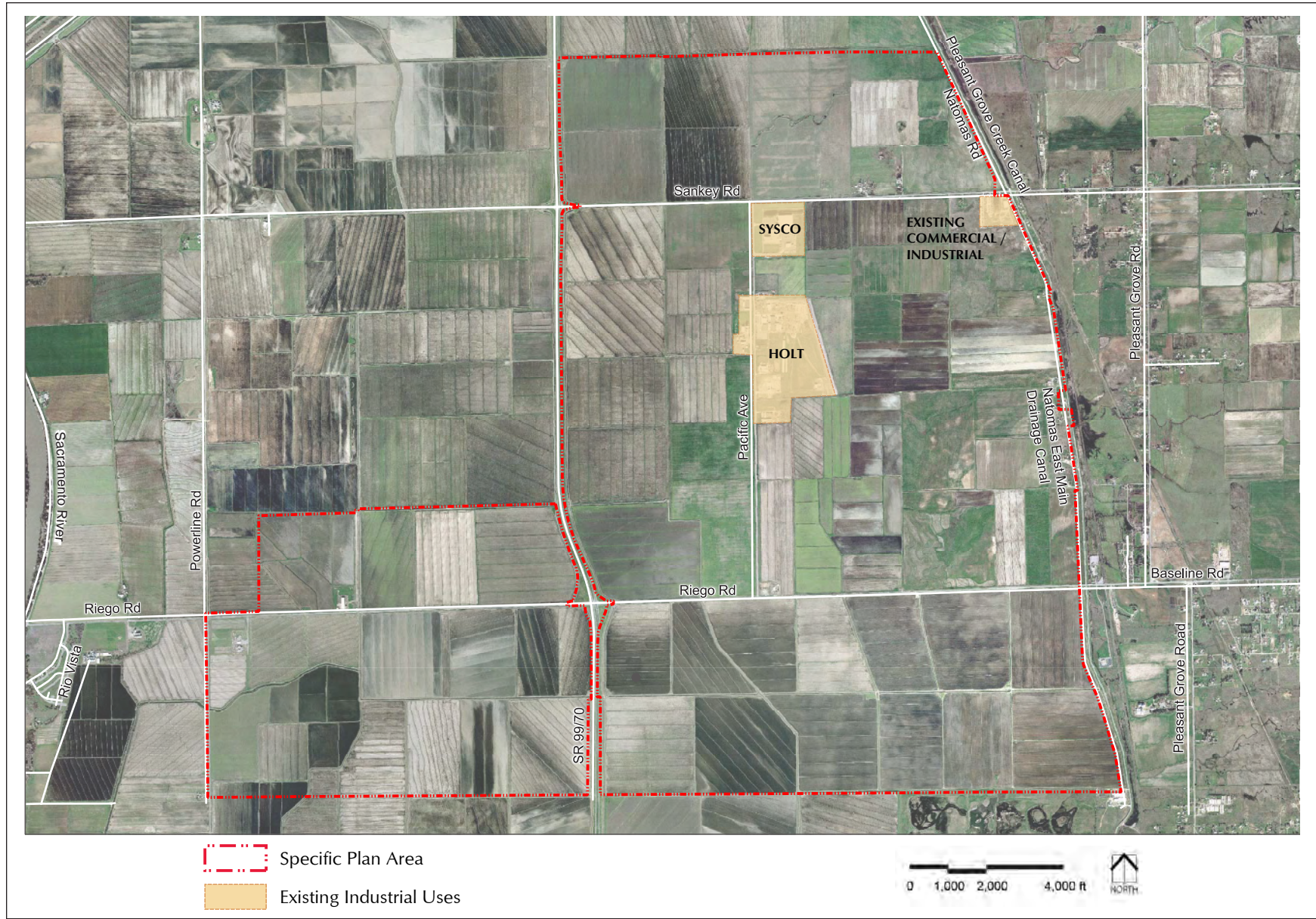


Exhibit 1.2: Existing Industrial Uses

Sutter Pointe is located in the northern part of the Natomas Basin, which is bound by the Natomas Cross Channel on the north, Pleasant Grove Creek Canal and Natomas East Main Drainage Canal (NEMDC)/Steelhead Creek on the east, the American River on the south, and the Sacramento River on the west.

Primary access through the Specific Plan area is provided by SR 99/70, which is the main north-south transportation route between Yuba City/ Marysville and Sacramento. Riego Road is a primary east-west corridor providing access from the Placer County/Roseville area, through Sutter Pointe, to SR 99/70. Placer Parkway, a planned alignment parallel to Sankey Road, is a second future east-west corridor that will provide access to the southwest Placer County area.

The Riego Road/ SR 99/70 intersection is a major near-term access point offering an advantaged regional location for a variety of businesses. Construction of the Riego Road/ SR 99/70 interchange is planned to occur in the initial phases of Sutter Pointe development, and the completion of the future Placer Parkway is scheduled for the year 2020 or beyond, ensuring efficient access and visibility for Sutter Pointe’s employment centers.

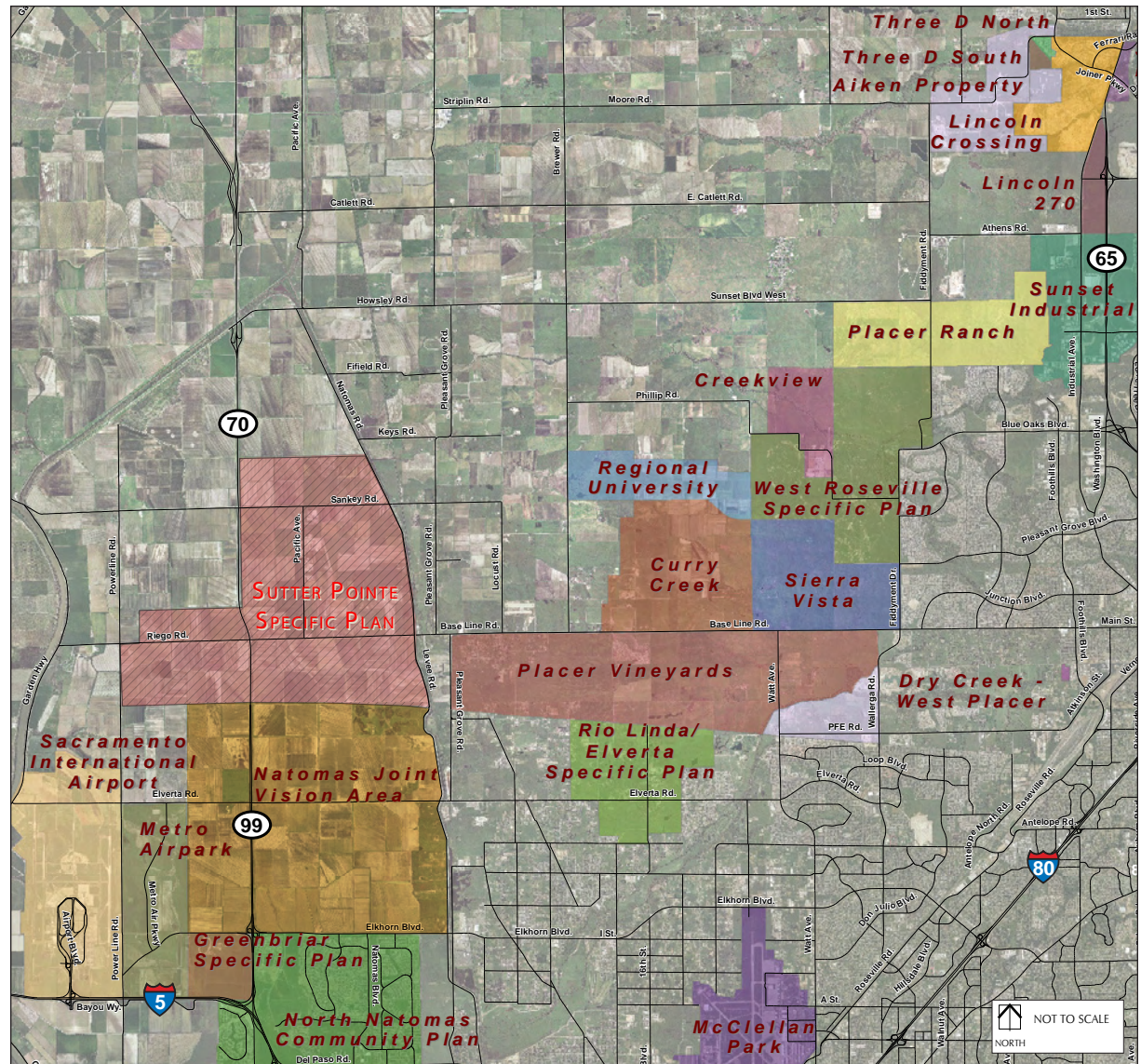


Exhibit 1.3: Regional Location Map

Source: Fehr & Peers, 2007

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### 1.3 PROJECT HISTORY AND PLANNING CONTEXT

Sutter County initiated a comprehensive update of its general plan in July 1993. The plan update focused on developing a 20-year plan with a 100-year vision. A major component of this process was an extensive public participation program.

A 25-member Citizens Advisory Committee was appointed by the County Board of Supervisors both to provide input to the County Planning Commission and the Board of Supervisors on the issues that committee members determined should be included in the general plan and to provide recommendations identifying how those issues should be addressed. A series of study sessions and public meetings were conducted between March 13 and November 20, 1995. The Planning Commission reviewed the issues and the committee's recommendations during a separate series of public meetings and forwarded both sets of recommendations to the Board of Supervisors for consideration and direction.

A major component of the general plan update process consisted of developing a preferred land use alternative for the County. The committee provided preliminary input regarding new areas for industrial and commercial development. In subsequent meetings, the Planning Commission and the Board of Supervisors considered three

land use alternatives. Following substantial public input, including requests for land use designation changes from individual property owners, the Board of Supervisors selected a preferred alternative. This alternative served as the basis for developing the 1996 Sutter County General Plan and corresponding EIR. It was in these documents that the County first applied an urban development designation to the Sutter Pointe Specific Plan area. A 10,500-acre area was designated as Industrial/Commercial Reserve to accommodate employment-related uses. (In 2005, the County reduced the size of the area to 9,500 acres.) With the exception of Sysco and limited industrial buildings, no substantial employment-generating industry has located in south Sutter County to date, because of the lack of necessary infrastructure. There has been no coordinated infrastructure planning and no ability to finance the substantial infrastructure that would be required to serve development in the area.

**1.3.1 MEASURE M**

In 2004, a group of concerned citizens, political leaders, landowners, and developers crafted a strategy to deliver jobs to Sutter County. They proposed that the only way to bring employers and deliver required infrastructure and public services to south Sutter County was to finance new development with a mix of land uses, including industry, commerce, education, housing, recreation, and open space. This mix was best contained on 7,500 acres of the Industrial-Commercial Reserve area and integrated with the Natomas Basin Habitat Conservation Plan.

In November 2004, Measure M, an advisory measure regarding a proposed strategic plan for the region, was put before County voters and was overwhelmingly approved. The text of Measure M contained the following requirements for any future development of the Sutter Pointe area:

- At least 3,600 acres would be provided for commercial and industrial uses to create new jobs in Sutter County.
- At least 1,000 acres would be provided for schools, parks, open space, libraries, retail areas, and other community facilities paid for by the development.

- No more than 2,900 acres would be available for residential construction on land protected from a 100-year flood event.
- All necessary road, bridge, water, drainage, sewer, and other improvements would be paid for by the development.
- Ongoing law enforcement, fire, library, and other public services would be paid for by the development, without reducing current county service levels.

**1.4 PURPOSE AND INTENT OF THE SPECIFIC PLAN**

The Sutter Pointe Specific Plan and associated entitlements are the planning tools that respond to the requirements set forth by Measure M. It will be used to guide future development in this portion of the Industrial-Commercial Reserve area.

The Specific Plan establishes a development framework for land use, parks and recreation, resource protection, circulation, affordable housing, utilities and services, implementation, and design. The intent is to promote the systematic and orderly development of the Plan area.

This version of the Specific Plan supercedes all previous versions.

### 1.5 LEGAL AUTHORITY

Sutter County is authorized to adopt this Specific Plan pursuant to the provisions of California Government Code, Title 7, Chapter 3, Article 8 [Sections 65450-65457], which grants local planning agencies the authority to prepare and/or adopt a Specific Plan for an area covered by a General Plan for the purpose of establishing systematic methods to implement the General Plan.

California Government Code Section 65451 sets forth the requirements for Specific Plans as follows:

*A Specific Plan shall include a text and a diagram or diagrams, which specify all of the following 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.*

*The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

All subsequent development projects and related activities must be consistent with both this Specific Plan and the Sutter County General Plan. Where a standard is not provided in the Specific Plan or Sutter Pointe Land Use and Development Code (LUDC), the standards contained in the Sutter County Zoning Ordinance and/or Sutter County Code shall apply. Refer to Appendix B for additional details regarding the LUDC, requesting changes or amendments to permitted uses or development standards, and enforcement provisions of the Development Code.

## 1.6 RELATIONSHIP TO OTHER DOCUMENTS

### 1.6.1 SUTTER COUNTY GENERAL PLAN

Pursuant to California Government Code Section 65454, a Specific Plan must be consistent with the local government's General Plan. The project site is currently designated as Commercial/Industrial Reserve in the County General Plan. A General Plan amendment, which amends the General Plan to be consistent with this Specific Plan was approved concurrently with the Specific Plan. The Sutter Pointe Specific Plan provides regulations, guidelines, and standards that are consistent with and implement the Sutter County General Plan, as amended.

### 1.6.2 ZONING

The majority of the undeveloped land in the project site and vicinity is zoned General Agricultural (AG) with 80-acre minimum lot sizes. Currently developed properties in the project site are zoned General Industrial (M-2).

The Sutter Pointe Land Use and Development Code (Appendix B) provides the zoning text and map for the Specific Plan area. Rezoning in the Plan area is described in more detail in Chapter 10, Implementation.

1.6.3 SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) BLUEPRINT PLAN

The SACOG Blueprint Plan is a regional vision to accommodate the longer term growth needs of the Sacramento region, as the region’s current population of 2 million is forecasted to grow to more than 3.8 million people over the next 50 years. It was adopted by SACOG in 2004, and has been prepared as an example of how land use and transportation choices might be integrated within the region. It is built on the principles of smart growth, promoting a wide range of housing products, reinvesting in already developed areas, protecting natural resource areas from urbanization, and providing transportation choices. In the Blueprint Plan, Sutter Pointe is the only large area targeted for new urban growth in south Sutter County.

The Sutter Pointe Specific Plan exceeds both the job and housing projections associated with the Preferred Blueprint Scenario for South Sutter. The Blueprint Plan identifies approximately 20,000 jobs and 8,500 residential units in South Sutter, resulting in a jobs-housing ratio of 2.4 by 2050. The Specific Plan accommodates approximately 67,000 jobs and 17,500 dwelling units, resulting in a buildout jobs-housing ratio of 3.8. The additional employment and higher jobs-housing ratio proposed by the Specific Plan are part of an

overall economic development strategy to bring additional jobs to this area, consistent with the intent and outcomes of Measure M.

Although the employment and residential capacities of the Sutter Pointe Specific Plan exceed those of the Blueprint Plan, the plan for Sutter Pointe includes numerous features that address the smart growth principles established by the Blueprint Plan, including the following:

- **Transportation Choices:** Public transportation, regional transit right-of-way and stations along Riego Road and Sankey Road (future Placer Parkway), and a comprehensive network of pedestrian and bicycle trails are proposed.
- **Housing Choice and Diversity:** A variety of housing types are offered to better serve the economic diversity of local homebuyers including: apartments, condominiums, townhouses, single-family detached and attached products, and senior/active adult housing products.
- **Compact Development:** Activity centers comprised of higher density residential and mixed-use development are proposed near transportation nodes (regional transit stations) and commercial/employment centers.

- **Utilizing Existing Assets:** Land uses are linked to existing transportation patterns, and Phase 1 development is centered around a proposed interchange at Riego Road and SR 99/70.
- **Mixed Land Uses:** A mixed-use Town Center is proposed that will accommodate civic, residential, and commercial functions. Four additional multi-use activity centers are proposed. Provisions to allow mixed uses within three of these centers are incorporated within the Specific Plan.
- **Natural Resource Conservation:** Sutter Pointe is located on land previously identified in the Sutter County General Plan for industrial/commercial development, and planned as Authorized Development within the Natomas Basin Habitat Conservation Plan.
- **Quality Design:** Sutter Pointe promotes a variety of high-quality neighborhood and town center designs, appropriate to the scale and use of residential areas, employment districts, and activity centers. Recreational uses and parks are provided throughout the community and integrated within its design.

#### 1.6.4 AIRPORT LAND USE PLAN

In each California county with an airport, an Airport Land Use Commission (ALUC) prepares an Airport Comprehensive Land Use Plan (CLUP) or airport land use plan (ALUP). Government Code Section 65302.3 requires that General Plans and any applicable specific plans be consistent with the CLUP/ALUP. Further, a General Plan and Specific Plan must be amended within 180 days to be consistent with any amendment to a CLUP/ALUP. The consistency requirement may, however, be overridden by a two-thirds vote of the local legislative body when findings are adopted pursuant to Public Utility Code section 21676.

Sacramento Area Council of Governments (SACOG) is the governing ALUC for Sacramento, Sutter, Yolo, and Yuba counties. The current Sacramento International Airport Comprehensive Land Use Plan was last amended by the ALUC in January 1994. SACOG is required to update the CLUP to be consistent with the recently adopted Sacramento International Airport Master Plan (August 2007).

The current Sacramento International Airport CLUP provides land use compatibility guidelines for properties surrounding the airport. Certain projects, including Specific Plans within a CLUP area, must be referred to the ALUC for a review of a project's consistency with CLUP standards. ALUC staff then determines the land use compatibility standards which apply to the project, and whether the project is compatible, compatible subject to specific conditions, or incompatible with the CLUP. As Sutter Pointe lies partially within the airport's noise contours, the Specific Plan is subject to ALUC review.

### 1.6.5 ENVIRONMENTAL IMPACT REPORT (EIR)

An Environmental Impact Report (EIR) informs public agency decision makers and the general public of environmental effects of a proposed project, identifies possible ways to avoid or substantially minimize impacts, and presents a discussion of reasonable alternatives to the project that would avoid or reduce impacts while feasibly attaining the basic objectives of the project. According to the California Environmental Quality Act (CEQA), an EIR is required when implementation of a proposed project would result in a potentially significant environmental impact. Public agencies are required to consider the information presented in the EIR when determining project approval.

Concurrent with approval of the Sutter Pointe Specific Plan, an EIR was certified in accordance with the requirements of CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). As specified in section 15168 of the State CEQA Guidelines, a program EIR was prepared for the entire Specific Plan area and the off-site infrastructure improvements required to service the area. This program-level analysis considered the broad environmental effects of the overall proposed Specific Plan and related off-site infrastructure. In addition to the program-level analysis described above, the Specific Plan

EIR included a more detailed analysis of the project or specific components of the project where sufficient data were available to permit this analysis.

A Program EIR is often the first tier in the environmental evaluation for large-scale projects and is followed by more specific environmental analyses as elements of the Specific Plan are implemented. Subsequent project-specific environmental documents will be prepared to accompany subsequent County approvals, including tentative subdivision map submittals. These later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors. By incorporating these reference materials, these later documents need only focus on new impacts that have not been considered before.

Future approvals may also be narrowed according to the rules for tiering set forth in Section 15152 of the State CEQA Guidelines. Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, the lead agency must prepare an initial study or other analysis to assist it in determining whether the project may cause

any significant impacts that were not adequately addressed in a prior EIR. A negative declaration or mitigated negative declaration may be required where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or mitigate them to a point where clearly they are not significant.

### 1.6.6 FINANCING PLAN

Concurrent with approval of the Specific Plan, the County Board of Supervisors adopted the Sutter Pointe Public Facilities Financing Plan. The Financing Plan identifies the funding mechanisms required for the capital costs of all public facilities infrastructure necessary to accomplish Specific Plan buildout.

### 1.6.7 URBAN SERVICES PLAN

An Urban Services Plan has been prepared that identifies the desired level of community services to be provided within the Sutter Pointe community and how and when those services will be funded. Policies and service standards established in the Specific Plan are implemented within the Urban Services Plan for the following community services:

- Public Transit
- Telephone
- Cable Television
- Law Enforcement
- Fire Protection
- Schools
- Parks, Recreation, and Open Space
- Cemetery
- Social Services
- Courts
- Library

The Urban Services Plan also describes the desired governance structure for Sutter Pointe, whereby most urban services will be provided initially by a County Service Area (CSA) or Community Facilities District (CFD), and ultimately by a new city government. The Urban Services Plan is included as Appendix F to the Specific Plan.

**1.6.8 IMPLEMENTING MASTER PLANS**

A series of master plans implements many of the policies and programs recommended throughout this Specific Plan.










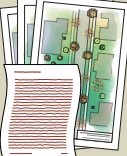
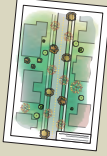
Some of the master plans are attached to the Specific Plan as appendices. Others must be prepared prior to or concurrently with submission of the first Tentative Subdivision Maps (TSMs) for development within the Plan area. Table 1.1 identifies the various master plans required to implement the Sutter Pointe Specific Plan.

Exhibit 1.4 identifies the various master plans that will be approved concurrent with the Specific Plan and those that will follow adoption of the Plan.

Refer to Section 10.4.2 in Chapter 10, Implementation for information regarding development agreements.

**TABLE 1.1: IMPLEMENTING MASTER PLANS**

Master Plan	Required Upon
Design Guidelines	Adoption of Specific Plan (Included as Appendix A)
Land Use and Development Code	Adoption of Specific Plan (Included as Appendix B)
Water Supply Master Plan	Adoption of Specific Plan (Included as Appendix C)
Sewer Master Plan	Adoption of Specific Plan (Included as Appendix D)
Drainage Master Plan	Adoption of Specific Plan (Included as Appendix E)
Urban Services Plan and Fiscal Impact Analysis	Adoption of Specific Plan (Included as Appendix F)
Public Facilities Financing Plan	Adoption of Specific Plan (Included as Appendix G)
Conceptual Transit Plan	Adoption of Specific Plan (Included as Appendix H)
Master Air Quality Mitigation Plan	Adoption of Specific Plan (Included as Appendix I)
Dry Utilities Master Plan	Adoption of Specific Plan (Included as Appendix J)
School Facilities Master Plan	Prior to or concurrently with first TSMs
Public Area Landscape Plan	Prior to or concurrently with first TSMs
Parks and Open Space Master Plan	Prior to or concurrently with first TSMs
County Facilities Master Plan	Prior to or concurrently with first TSMs

Specific Plan	Concurrent with Specific Plan			After Specific Plan and Prior to Development
	Specific Plan Appendices	Environmental Impact Report	Development Agreement	Implementation
 <p>Presents vision, broad planning objectives and policies</p> <p>Sets governance framework</p> <p>Establishes a land use plan</p> <p>Sets park and recreation service levels</p> <p>Identifies environmental resources</p> <p>Identifies roadway system and level of service standards</p> <p>Establishes trail and bikeway system</p> <p>Sets transit service objectives</p> <p>Establishes affordable housing strategy</p> <p>Establishes service levels for community and government facilities</p> <p>Identifies backbone infrastructure systems to support development</p> <p>Sets forth phasing strategy for mixed-use residential community and employment villages</p>	<p><b>A</b> Design Guidelines Design guidelines for the appearance of residential, commercial, mixed-use, employment, public uses, parks and open spaces.</p> <p><b>B</b> Land Use and Development Code Zoning regulations governing development, permitted uses, improvements and construction within the Specific Plan area.</p> <p><b>C</b> Water Supply Master Plan Size, location and phasing of water service facilities, mapping of water systems, and cost estimates.</p> <p><b>D</b> Sewer Master Plan Size, location and phasing of sewer service facilities, mapping of sewer systems, and cost estimates.</p> <p><b>E</b> Drainage Master Plan Size, location and phasing of drainage facilities, mapping of drainage systems and cost estimates.</p> <p><b>F</b> Urban Services Plan and Fiscal Impact Analysis Identifies the level and phasing of public services and governance and funding mechanisms to provide services. Estimates if development will generate adequate revenues to offset costs of General Fund operation and maintenance for both countywide and municipal services.</p> <p><b>G</b> Public Facilities Financing Plan Identifies estimated costs of public facilities and infrastructure by phase and describes infrastructure funding mechanisms.</p> <p><b>H</b> Conceptual Transit Plan Identifies transit routes, amenities, service times, phasing, fares, vehicle requirements, staffing and financing.</p> <p><b>I</b> Master Air Quality Mitigation Plan Presents required strategies to reduce vehicle trips and improve air quality.</p> <p><b>J</b> Dry Utilities Master Plan Presents information regarding cable, telephone, natural gas, and electrical service utilities.</p>	 <p>Documents environmental impacts and establishes mitigation measures for:</p> <p>Land Use Consistency Population, Employment, Housing Transportation/Circulation Air Quality Noise Geology and Soils Hydrology/Water Quality Public Services Public Utilities Agricultural Resources Public Health &amp; Hazards Biological Resources Parks and Open Space Cultural Resources Visual Resources Global Climate Change</p> <p>Considers alternatives and cumulative environmental impacts</p>	 <p>Sets forth owners' obligations related to development and financing, constructing, and maintaining infrastructure.</p> <p>Includes obligations that may be imposed by the County as conditions of development, including affordable housing agreements.</p> <p>Provides owners with vested development rights.</p> <p>Exhibits include an Infrastructure Phasing Plan which describes phasing of sewer, water, drainage, streets, transit and other capital facilities.</p>	<p> Detailed site design and amenities for each K-8 school and the high school.</p> <p>School Facilities Master Plan</p> <p> Detailed designs for streetscapes, landscape corridors and buffer areas, community entries, and open spaces.</p> <p>Public Area Landscape Plan</p> <p> Design themes, detailed development plans and cost estimates for each park site or recreation facility.</p> <p>Parks and Open Space Master Plan</p> <p> Siting, design, construction, and equipment for corporation yard, fire stations, sheriff's substation, government center, library, and transit centers.</p> <p>County Facilities Master Plan</p> <p> Funds capital costs of public infrastructure to support plan buildout.</p> <p>Establish CFD and Fee Program</p> <p> Provides public services to the plan area until incorporation.</p> <p>Establish County Service Area</p> <p> First Tentative Subdivision Maps</p> <p> Town Center PD Plan</p>

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Exhibit 1.4: Specific Plan and Master Plan Sequence

## 1.7 SPECIFIC PLAN ORGANIZATION

Each of the Sutter Pointe Specific Plan chapters begins with a chapter overview or concept discussion, followed by project background information and references to other related documents pertinent to the chapter. The Specific Plan includes objectives, policies, and service levels. The following definitions describe the nature of each and the format in which they are used in this Specific Plan.

*Objectives:* Objectives are statements of purpose that are general or qualitative in nature. Objectives are identified by chapter number, followed by the objective number, as follows:

**Objective 1.6-1:** *Provide efficient regional mobility options for residents and employees of Sutter Pointe.*

*Policies:* Policies are specific statements in text and/or diagrams guiding and implying a commitment to action. Policy statements are action-oriented requirements, and are identified by the chapter number and policy number, as follows:

**Policy 1.6-1:** *Provide connections to the existing regional transportation network, emphasizing connections south to Sacramento, east to Roseville, and north to Yuba City and Marysville.*

**Policy 1.6-2:** *Development and phasing of the Specific Plan shall strive to provide regional roadway connections to the south and east, adequate to maintain established Level of Service standards on the proposed SR 99/70 / Riego Road interchange.*

*Service Levels:* For certain urban services to be provided, desired service levels are identified within the Specific Plan. Service levels follow applicable policies and are identified as follows:

**SERVICE LEVELS:**

- Service during peak periods of travel shall be provided at a minimum 30 minute frequency. Non-peak service shall have a minimum frequency of 60 minutes.

## 1.7.1 SPECIFIC PLAN CHAPTERS

The Sutter Pointe Specific Plan consists of 10 primary chapters, described below, and supporting appendices:

### **CHAPTER 1: INTRODUCTION**

Defines the Specific Plan project area and provides a regional context and site history. The introduction also sets forth the regulatory context for the Specific Plan, including requirements of Measure M, the Sutter County General Plan, and other regional plans.

### **CHAPTER 2: COMMUNITY VISION**

Describes the desired characteristics of the Sutter Pointe planned community in the future and establishes the overarching objectives of the Specific Plan. This chapter communicates planning concepts that are amplified in subsequent sections of the plan.

### **CHAPTER 3: LAND USE**

Presents objectives and policies for the future distribution and intensity of land use throughout the Plan area. This chapter designates the type, intensity, and general distribution of uses of land among the residential, industrial, and public facility uses specified in Measure M and provides additional descriptions of the types of housing, business, industry, open space, education, civic uses, and other categories of both public and private land use desired and permitted in the plan.

### **CHAPTER 4: PARKS, RECREATION, AND OPEN SPACE**

Presents objectives, policies, and plans addressing provision of open space, regional, community, and neighborhood parks for both structured and informal recreation in the Plan area.

### **CHAPTER 5: RESOURCES AND CONSERVATION**

Presents objectives, policies, and plans addressing a variety of resources found in and adjacent to the Plan area, including compliance with the Natomas Basin Habitat Conservation Plan, wetland resources, special status species, energy conservation, air quality, climate change, and noise.

### **CHAPTER 6: TRANSPORTATION AND CIRCULATION**

Presents objectives, policies, and plans addressing connections to regional transportation routes, and provision of roadways, pedestrian and bicycle facilities, public transit, park-and-ride facilities, and transportation system management in the Plan area.

### **CHAPTER 7. AFFORDABLE HOUSING**

Presents objectives, policies, and a strategy to provide affordable housing in the Plan area.

### **CHAPTER 8: COMMUNITY FACILITIES AND SERVICES**

Presents objectives, policies, and plans responding to the need for fire protection, police protection, schools, libraries, and solid waste facilities in the Plan area. This chapter also contains provisions for civic/government facilities to be located in the Plan area.

### **CHAPTER 9: INFRASTRUCTURE**

Presents objectives, policies, and backbone service plans for provision of roadways, sanitary sewers, distribution of water and recycled water, storm drainage and flood control, dry utilities (gas and electric), and communications services.

### **CHAPTER 10: IMPLEMENTATION**

Provides information regarding phasing of the Specific Plan, financing of public improvements, and subsequent entitlements. Additionally, this chapter sets forth procedural requirements for adjusting or amending the Specific Plan, and transferring development rights between land use parcels in the Plan area. This chapter also includes discussion regarding the desired future governance structure of Sutter Pointe.

### **APPENDICES**

The Appendices contain references that support and supplement information in the Specific Plan, as described in Table 1.1.

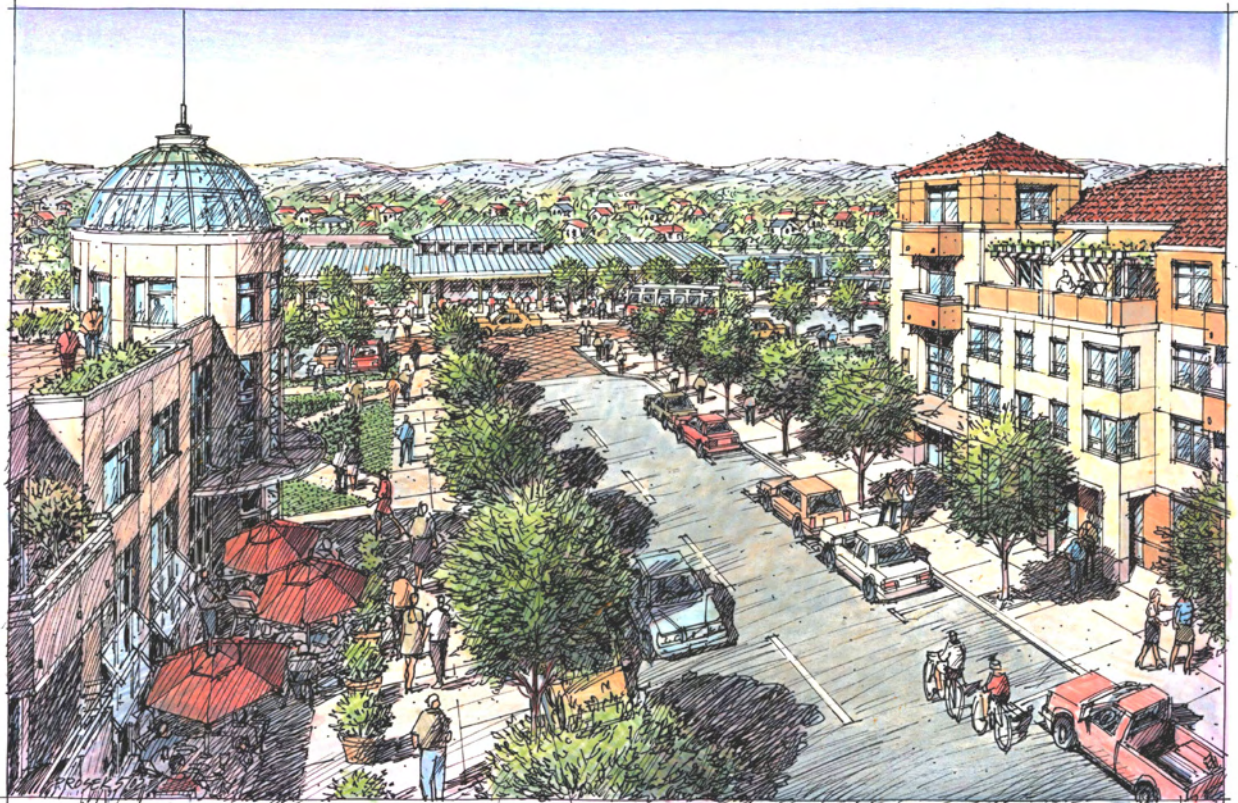
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CHAPTER 2:  
Community Vision





This chapter describes the desired characteristics of the Sutter Pointe planned community in the future and establishes the overarching objectives of the Specific Plan.



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### 2.1 SUTTER POINTE: A NEW COMMUNITY WITHIN THE REGION

Sutter Pointe is one of the largest areas in Sutter County that is targeted for new urban growth. The Sutter Pointe Specific Plan creates a community with a heavy emphasis on jobs featuring approximately 3,600 acres of commercial and industrial employment uses, 2,900 acres for new homes, and 1,000 acres of parks, recreation, open space, and community facilities to accommodate the new population.

Through thoughtful planning guided by Measure M, Sutter Pointe creates a community that can pay its own way, with a heavy emphasis on creating employment centers, a mix of housing choices, marketplaces with community services, and recreational amenities. The Plan creates contiguous, walkable, mixed-use neighborhoods situated near commercial/industrial employment centers and linked to the Sacramento International Airport and surrounding communities via an improved network of regional routes and transportation systems.

Initially, government services will be administered by Sutter County and funded through a County Service Area (CSA) or Community Services District (CSD). The ultimate plan is for Sutter Pointe to be incorporated as a full-service city. Upon incorporation, the responsibility for providing certain services may transfer from the CSA or CSD to the newly incorporated city.

Sutter Pointe has been identified in the Sutter County General Plan, Measure M, and the SACOG Blueprint Plan as a planned community accommodating the long-term needs of Sutter County and contributing to the Sacramento region.

## 2.2 SUTTER POINTE VISION

Sutter Pointe is a master-planned community with an integrated network of residential villages and activity centers designed to provide measurable fiscal success and quality jobs and services (see Exhibit 2.1).

Sutter Pointe will include offices and high tech and industrial uses featuring direct transportation links to the Sacramento International Airport, Roseville and south Placer County, downtown Sacramento, and the greater Sacramento region.

A well-planned community provides the necessary infrastructure and local housing opportunities to help attract quality jobs. Generating jobs and building housing within the same community reduces commute times for people driving to work, provides more time at home, and keeps jobs and families in Sutter County.

Transportation improvements and infrastructure will be constructed to serve the future community and help attract high-quality employers to Sutter Pointe. Improvements to SR 99/70, Riego Road, and Sankey Road (future Placer Parkway) provide needed links to the surrounding region and to interstate transportation routes like I-80 and I-5.

Included in the vision for Sutter Pointe are future transit links to downtown Sacramento, Roseville, Yuba City/Marysville and other surrounding communities, which will provide options that reduce reliance on automobile trips.

Revenues created through Sutter Pointe's mixed-use approach will pay for new infrastructure; roads, a highway interchange, flood protection, sewer and water, and drainage systems to attract and support new, high-quality employers.

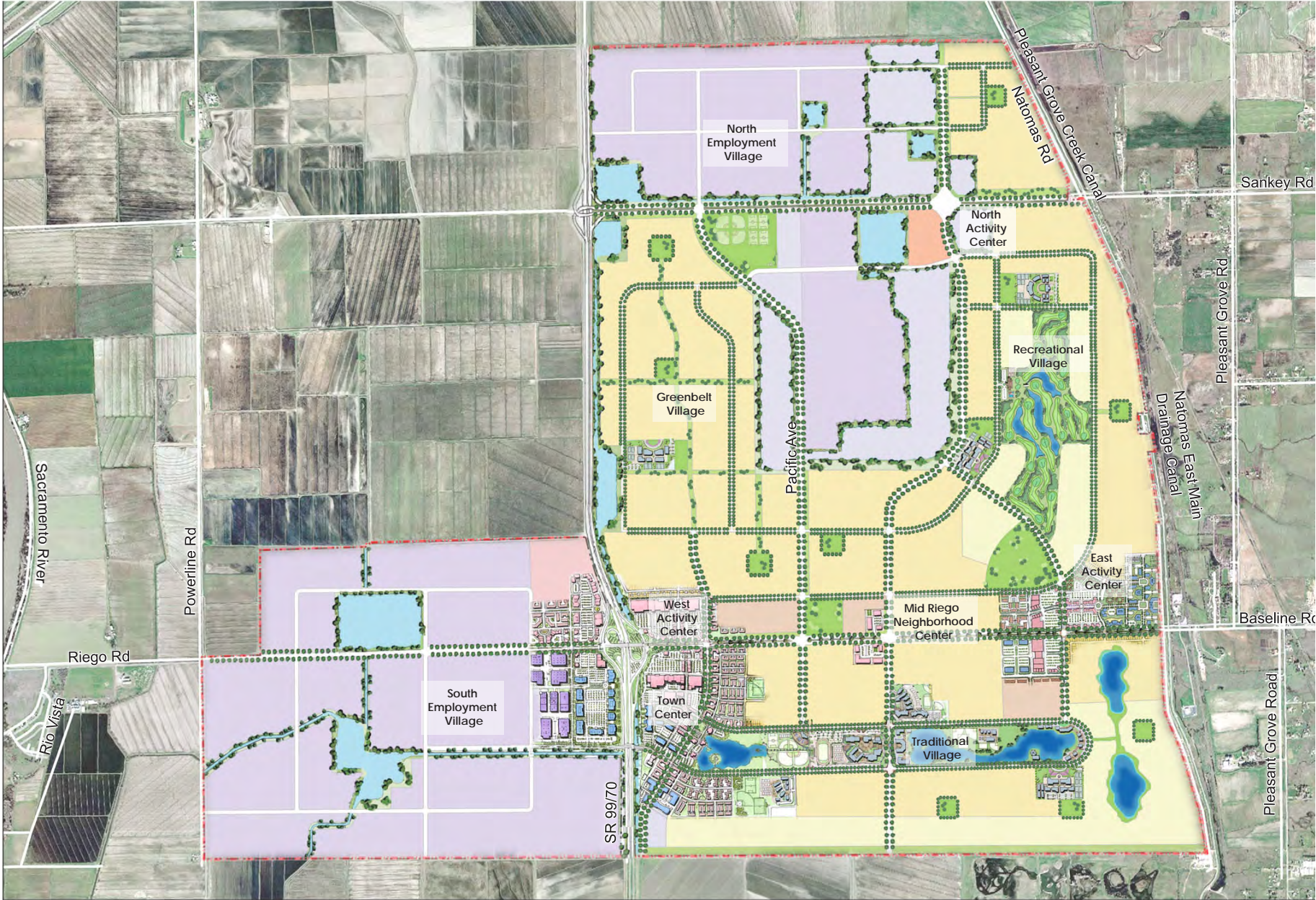


Exhibit 2.1: Illustrative Concept Plan

## 2.3 PLANNING AND DESIGN PRINCIPLES

Sutter Pointe’s land use concept provides the central framework for the Specific Plan and serves as a blueprint to guide property owners, planners, decision makers, and the general public on the desired pattern of development. It describes future land use activity designed to achieve Sutter County’s long-range goals for economic revitalization, job creation, and increased employment opportunities. The land use concept is based on the following fundamental planning principles for the organization and distribution of land use activities.

### 1. **PROVIDE A WIDE RANGE OF EMPLOYMENT OPPORTUNITIES**

Conveniently located approximately 4 miles from the Sacramento International Airport, 10 miles from downtown Sacramento, and with a direct highway connection to the Sutter County seat in Yuba City, Sutter Pointe is strategically positioned to attract employers that depend on an educated and trained workforce. The Specific Plan anticipates a much greater amount of planned employment than residential capacity, consistent with residents’ desires for employment opportunity. To attract employment opportunities, Sutter Pointe provides a wide range of employment sites, sizes, and uses throughout the Specific Plan area.



### 2. **PROVIDE HOUSING CHOICES**

Three residential villages create a range of housing choices for all family types—young families, seniors, and everyone in between. A range of housing types and densities—apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes—provides greater housing choices and flexibility to meet market demands. Each residential village is anchored by community facilities such as schools, parks, and recreational facilities and connected through an open space and trail system. Local schools and/or neighborhood parks are planned within walking distance of surrounding residences. These housing choices also offer a diversity of housing options for teachers, firefighters, police officers, and other public employees and professionals, as well as retail employees and service workers.



3. **CREATE AN INTEGRATED SYSTEM OF PUBLIC PARKS, RECREATION, AND OPEN SPACES**

The public open space system in Sutter Pointe includes parks, large recreational areas, on-site drainage ways and stormwater retention areas that will provide a dual function for active and passive recreation, trails, and community facilities. The parks and open spaces are designed to provide usable recreation facilities and also act as transition zones between employment and residential areas.



**4. PROVIDE INTEGRATED COMMUNITY SERVICES AND INFRASTRUCTURE**

Sutter Pointe will pay its own way. Quality community services, public utilities, and infrastructure will be provided for Sutter Pointe without impacting services provided to current County residents and businesses. Within the initial phases of development, community facilities and infrastructure will be provided by a County Service Area, using revenues generated by employment and commercial activity. The ultimate plan is for Sutter Pointe to become its own full-service city, offering urban levels of service and a greater level of local control to future residents and businesses.

**5. PROVIDE TRANSPORTATION CHOICES WITH REGIONAL LINKS**

Sutter Pointe is designed to include a range of transportation choices that encourage people to walk, ride bicycles, use transit, or carpool. These alternative modes of transportation are integrated within the circulation system and right-of-way design of streets in the Sutter Pointe community. Rights-of-way are reserved for future regional transit systems along SR 99/70, Riego Road, and Sankey Road (future Placer Parkway). Internal links are provided through a network of trails and roadways connecting residents to places of employment, commercial and civic centers, schools, and recreation and community facilities. Major roadways are designed to provide safe, efficient, and convenient connections shared by cars, buses, bicyclists, trucks, and pedestrians.

**6. PROMOTE A VIBRANT, MIXED-USE COMMUNITY**

Sutter Pointe is designed as a place where people can work, live, and play. A mix of uses with homes located near places of work and shopping, with interconnected roadways and trails, creates a healthy, vibrant community. Community facilities and services are integrated within neighborhoods and activity centers, contributing to a sense of community, where people tend to walk or bike to destinations and interact with each other.



### 7. **CREATE WALKABLE, CONNECTED NEIGHBORHOODS**

Pedestrian and bicycle paths, trails, and routes are integrated into and throughout the Sutter Pointe community with well-designed streets and sidewalks, parks and open space networks, and paths that run parallel to storm drain channels. The pedestrian and bicycle network connects places to work, live, shop, and play through an easily accessible, safe, and convenient system.



### 8. **CREATE QUALITY DESIGN, DISTINCTIVE NEIGHBORHOODS, AND A SENSE OF PLACE**

Sutter Pointe is organized as villages, neighborhoods, activity centers, and workplaces. Vibrant communities have well-designed public places, streets, and connecting landscape systems that support human interaction and activities. Well-designed places support both formal and informal social gatherings such as parks and schools, community centers, public plazas, and retail centers. The design of the public realm is critical to creating a high quality community and a sense of place. Design details that help create distinctive neighborhoods—the relationship of buildings to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (the sidewalks, connected streets and paths, bike lanes, the width of streets)—are all factors that influence the attractiveness of our environment.

### 9. **CONSERVE AND INTEGRATE NATURAL RESOURCES**

Sutter Pointe incorporates public uses and open spaces (such as parks, town squares, trails, and greenbelts) within the community. At the same time, it preserves wildlife and plant habitat; promotes environmentally friendly practices such as energy-efficient design, water conservation, and stormwater management; and uses shade trees to reduce the ground temperatures in the summer.



CHAPTER 3:  
Land Use





Sutter Pointe's land use plan offers over 3,600 acres of commercial and industrial employment uses, 2,900 acres for new homes (17,500 units), and 1,000 acres of parks, recreation, open space, and community facilities. This chapter describes the overall framework for planned urban uses, objectives, and policies addressing community form and structure, outlines the land use categories guiding future development of the Sutter Pointe community, and describes the desired design, configurations, and relationships between the planned villages and centers. The objectives and policies presented within this chapter are to be used in conjunction with other objectives, policies, service levels, development standards, and design guidelines found in the Specific Plan and its appendices.



## 3.1 COMMUNITY FORM AND STRUCTURE

Sutter Pointe is organized as a system of five villages and five activity centers, geographically dispersed with complementary land uses in a setting that integrates natural drainage features, existing uses, and future development. Villages are broad areas generally designated by either residential or employment use. Activity Centers feature a mix of uses, and serve as focal points for the villages and community at large. Sutter Pointe's villages and activity centers are shown in Exhibit 3.1. This section identifies the proposed villages and centers, presents objectives and policies pertaining to each type of center, and establishes their development capacity.

Land use designations identified in Section 3.2 are used to implement the overall vision, use mix, and established development capacity for each village and center. The design intent for each type of village and center is implemented by the Sutter Pointe Design Guidelines, included as Appendix A to the Specific Plan. Development standards applicable within each village and center are set forth within the Sutter Pointe Land Use and Development Code (LUDC), included as Appendix B to the Specific Plan.



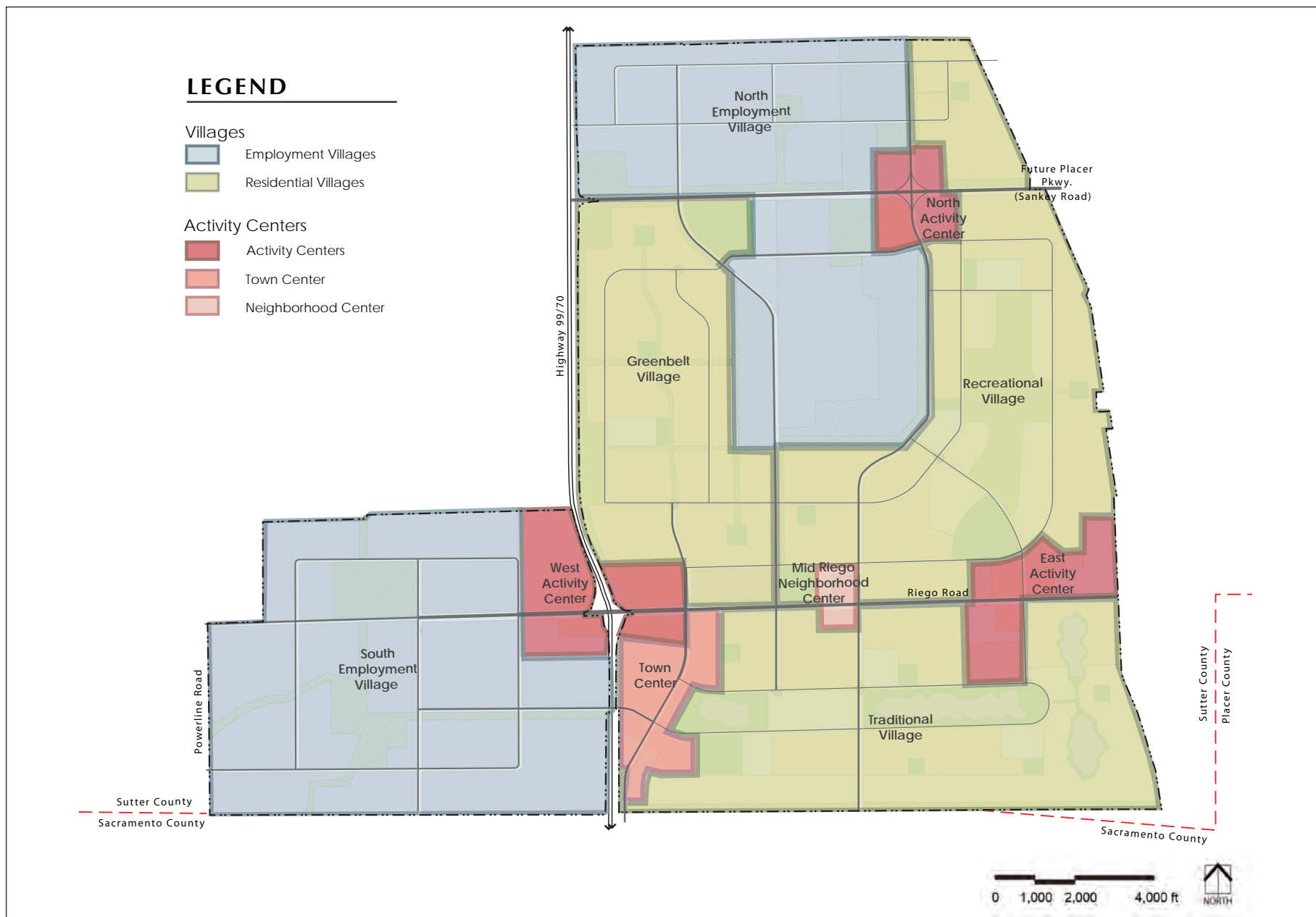


Exhibit 3.1: Villages and Activity Centers

3.1.1 EMPLOYMENT VILLAGES

Two major employment villages will be located adjacent to SR 99/70: the South Employment Village, located at a proposed Riego Road freeway interchange; and the North Employment Village, located at Sankey Road, along the future alignment of Placer Parkway, a planned limited access highway. These locations are opportune for a variety of businesses, providing larger “ready to go” sites for high-tech industrial, distribution, technology and service employers, and supporting commercial areas.

**Objective 3.1-1:** Provide for regional employment growth, increased tax revenues, and economic development.



**Policy 3.1-1:** Two employment villages shall be established to provide locations for light industrial and business park uses, as identified in Exhibit 3.1.

**Policy 3.1-2:** The employment villages shall be geographically dispersed to allow for better vehicular traffic flow through the Specific Plan area.

**Policy 3.1-3:** Promote flexible uses and designs within employment villages that accommodate complimentary mixes of light industrial, manufacturing, warehousing, office, and retail uses.

**Policy 3.1-4:** The North Employment Village shall be designed to provide a buffer between existing industrial uses and surrounding residential areas and interim flood control to contain the flood waters associated with the Sankey Gap.

**Policy 3.1-5:** Employment land uses located within the South Employment Village shall comply with land use compatibility standards established in the Sacramento International Airport Comprehensive Land Use Plan.

A small area of the South Employment Village lies within the overflight zone, the approach-departure zone, and/or the 60 dBA community noise equivalent level (CNEL) noise contour of the Sacramento International Airport. Certain uses are compatible with the overflight zone only if they do not result in a large concentration of people. Among the land uses prohibited within the overflight zone are regional shopping centers, elementary and secondary schools, hospitals, communitywide and regional parks, theaters, and stadiums and arenas. In approach-departure zones, permitted land use types include parking lots, roads, train tracks, cemeteries, and agricultural and natural open space uses. In addition, a number of uses are specifically identified as incompatible, including uses that direct steady or flashing lights of particular colors that would be visible to aircraft, uses that cause sunlight to be reflected toward an aircraft, uses that would generate smoke or attract large concentrations of birds, uses that would cause electrical interference, and hazardous installations.

***SOUTH EMPLOYMENT VILLAGE***

The South Employment Village is designed to be a main employment center located west of SR 99/70, accessed via Riego Road and Powerline Road. Proximity to the Sacramento International Airport, interstate freeways and the planned Sacramento Metro Airpark make this an ideal location for a regional employment hub.

This village will provide a regional enterprise district to attract a wide variety of industrial, technological, service, and retail opportunities. Planned uses focus upon large-scale manufacturing, warehouse, distribution, and light industrial, supported by complimentary commercial services.

This village will also include a fire station and water treatment plant, both located along Riego Road.

***NORTH EMPLOYMENT VILLAGE***

The North Employment Village is strategically located along Sankey Road (future Placer Parkway), east of SR 99/70 to take advantage of future connections to south Placer County. The 50-acre Sysco Corporation warehousing and distribution center and a Holt Tractor Manufacturing facility are two prominent industrial uses that currently exist in this village.

This village promotes a variety of industrial and office uses, such as research and development flex space, warehousing, and business parks. Industrial drainage basins will serve the drainage needs of these land uses. Planned uses also include supporting commercial facilities such as restaurants, printing establishments, office supplies, retail, and supply goods to serve adjacent and neighboring residential land uses.

The North Employment Village, located near I-5 and in close proximity to Sacramento/ Bay Area population centers, accommodates food processing and related industries and thereby contributes towards the County’s goal of promoting a long-term viable agricultural economy.

The village will also include a fire station south of Sankey Road (future Placer Parkway). The North Employment Village will likely be developed after the South Employment Village.

Table 3.1 identifies the planned development capacity, land use designations, anticipated mix of uses, and design intent for each employment village.



**TABLE 3.1: SUTTER POINTE EMPLOYMENT VILLAGES**

	North Employment Village	South Employment Village
<b>Acres</b>	1,346.5	1,428.0
<b>Non-Residential Square Feet</b>	19,735,000 <sup>1</sup>	22,591,000 <sup>1</sup>
<b>Land Use Designations (see Section 3.2)</b>	E1 - Employment 1  E2 - Employment 2  IDB - Industrial Drainage Basins	E2 - Employment 2  IDB - Industrial Drainage Basins
<b>Anticipated Mix of Uses</b>	Large-scale manufacturing, warehouse, distribution, and light industrial, with commercial support services; water treatment plant; industrial drainage basins; fire station	Industrial and office uses, such as research and development flex space, warehousing, and business parks with commercial support services; industrial drainage basins; fire station
<b>Design Intent</b>	Create a separate and distinct identity for individual projects, as long as each project compliments the overall village and community image.	

1. See Table 3.4 for development assumptions.

### 3.1.2 RESIDENTIAL VILLAGES

Sutter Pointe includes three residential villages, providing a range of housing choices organized around a central network of roadways, trails, bicycle paths, open spaces, and parks. Benefits offered by such a design include an established sense of place, increased safety, and high levels of social interaction. The villages help residents relate to a smaller, more manageable and defined area, and promote a greater sense of place and belonging, strengthening the village and its supporting activities and services.

Dividing the residential portion of this community into villages allows for the creation of convenient village focal points, and supports the function of activity centers, giving future residents, employees, and visitors direct access to commercial, technological, and recreational amenities. Although the size and boundaries of each village are unique, the villages share some common planning principles and characteristics. The circulation, open space, housing, and commercial facilities within each village all function as parts of an integrated system, with facilities sized and planned according to the service population.

**Objective 3.1-2:** Support residential development within distinct villages and mixed-use areas.

**Policy 3.1-6:** Three residential villages shall be established to provide for residential uses within the Specific Plan area, as identified in Exhibit 3.1.

**Policy 3.1-7:** Use creative and flexible approaches to design the residential villages to create high-quality, high-amenity neighborhoods.

**Policy 3.1-8:** Design residential villages to accommodate a variety of housing types and styles located in proximity to major road corridors, transit stops, and community facilities.

**Policy 3.1-9:** Support development of a transitional area between the southern Plan area and the Natomas Basin Conservancy lands to buffer preserved lands from residential and employment land uses.



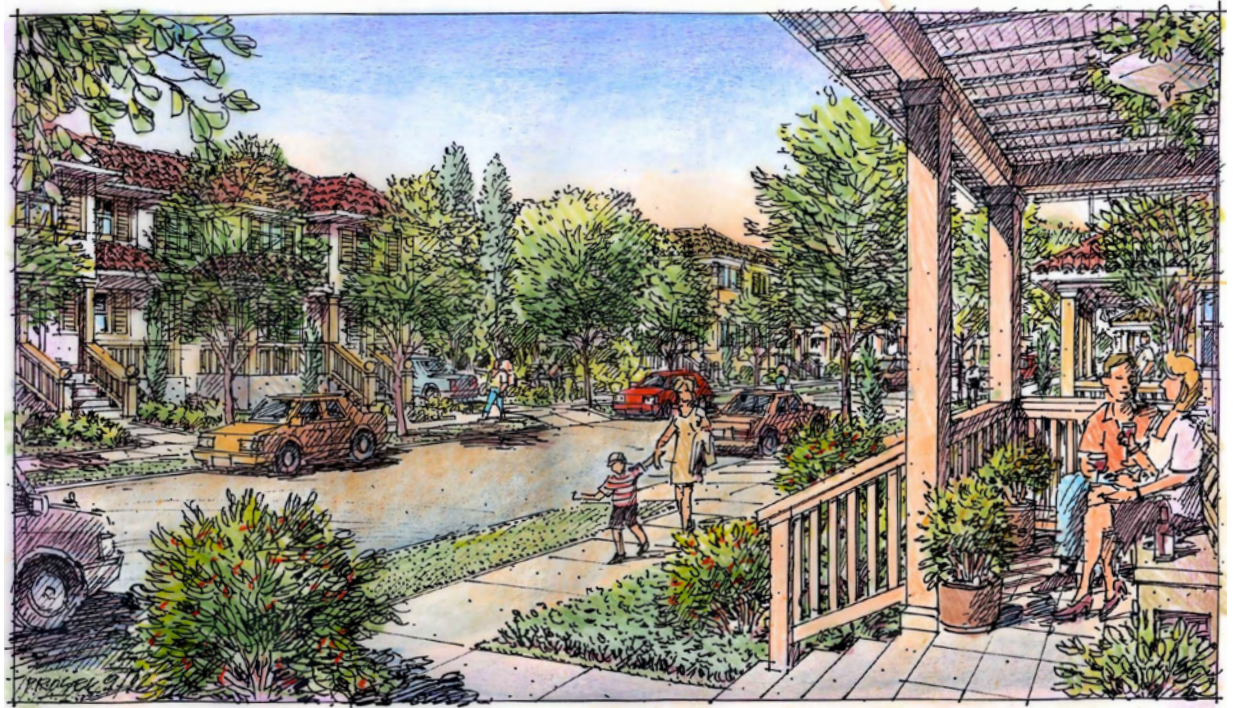
**TRADITIONAL VILLAGE**

The Traditional Village is located east of Sutter Pointe’s Town Center in the southeast quadrant of the Plan area. This village provides a range of housing options including larger estate units, detached and attached single-family homes, and townhouses and apartments. The village also may include active adult neighborhoods and a community center. Residents of the Traditional Village will have easy access to multi-modal transportation options and educational, recreational, and retail amenities within a short walk or ride from home. The village also features two lakeshore community parks that extend eastward from the Town Center, forming a Great Park surrounding a series of lakes, with a third lakeshore community park connected by walking trails. This Great Park is a central feature of the Traditional Village, and provides a vibrant and diverse mix of recreational uses appropriate for all ages.

Riego Road provides primary access to the Traditional Village, and includes space reserved for a future transit line within the right-of-way. A new north/south collector street provides connection to the East Activity Center, while a new north/south arterial provides access to the Mid Riego Neighborhood Center. Both centers can be

accessed by Riego Road as well. Sutter Pointe’s proposed high school is located within the Great Park, encouraging joint-use of school and park space and recreational facilities. In addition, the Traditional Village features three K-8 schools, five neighborhood parks, one community park, and a fire station. The southern boundary of the village features an open space buffer to provide a transition from residential use in the Plan area to agricultural use in the adjacent preserve lands.

This village emphasizes traditional neighborhood designs built around grid street patterns with walkable, tree-lined neighborhoods, porches, and street front amenities. The design of the Traditional Village is planned to extend into the Town Center, through common landscape and streetscape improvements. The architectural style of the Traditional Village will reflect the diverse lifestyles of the residents.



**GREENBELT VILLAGE**

The Greenbelt Village, located in the central western portion of the Plan area, is centered around an extensive greenbelt system of landscaped trails and open spaces. This village will provide a range of housing options including detached and attached single-family homes, townhouses, and apartments. Regional and local commercial centers within the West Activity Center border the village at its southern edge.

The Greenbelt Village is accessed on the south by Riego Road, and on the east by a planned north-south arterial roadway generally aligned with the current Pacific Avenue. Open space and interim flood zone areas buffer residential uses from SR 99/70, Sankey Road (future Placer Parkway), and the North Employment Village. This village includes a regional park designed for active sport use, including multiple baseball and soccer fields and nighttime lighting. The village also includes four neighborhood parks and a K-8 school, and may include active adult neighborhoods and a community center. This village emphasizes designs that orient residential neighborhoods to the greenbelt spine connecting them to one another. Architectural styles and recreational amenities within the village will reflect the needs of its residents.

**RECREATIONAL VILLAGE**

The Recreational Village is situated within the central eastern portion of the Plan area, east of the North Employment Village and north of the Traditional Village. It is configured around a regional park and a large open space area, which could be used as an 18-hole golf course. Estate homes will surround this open space area, providing scenic views and recreational access for executive living and active adult lifestyles. Detached and attached single-family homes, townhouses, and apartments are planned to be located on the periphery of the village, supported by the adjacent North and East Activity Centers and the Mid Riego Neighborhood Center. The village extends north of Sankey Road to include the residential area located east of the North Employment Village. Parcels designated as Open Space and E1 Interim Flood Zone will provide a buffer between residential uses in this village and the adjacent North Employment Area.

The Recreational Village is accessed primarily by a new north-south arterial roadway connecting a future interchange at Sankey Road (Placer Parkway) with Riego Road. Interim flood zones will buffer this interchange from the adjacent residential uses. In addition to the large open space and regional park, a community park, five

neighborhood parks, and two K-8 schools serve the village. A clubhouse also may be included. This village emphasizes designs that maximize scenic views and orientations toward its many park and open space features.

Table 3.2 identifies the planned development capacity, land use designations, anticipated mix of uses, and design intent for each residential village.



TABLE 3.2: SUTTER POINTE RESIDENTIAL VILLAGES

	Traditional Village	Greenbelt Village	Recreational Village
<b>Acres</b>	1,247.7	946.4	1,354.3
<b>Dwelling Units</b>	3,761 <sup>1</sup>	4,863 <sup>1</sup>	5,889 <sup>1</sup>
<b>Land Use Designations (see Section 3.2)</b>	LDR - Low Density Residential MDR - Medium Density Residential P - Park K-8 and High Schools OS - Open Space	MDR - Medium Density Residential HDR - High Density Residential P - Park K-8 Schools OS - Open Space	LDR - Low Density Residential MDR - Medium Density Residential HDR - High Density Residential P - Park K-8 Schools OS - Open Space
<b>Anticipated Mix of Uses</b>	Estate homes, detached and attached single-family homes, townhouses, and apartments; fire station	Detached and attached single-family homes, townhouses, and apartments; community center	Estate homes, detached and attached single-family homes, townhouses, and apartments
<b>Central Open Space Feature</b>	Community parks configured around a series of lakes forming a Great Park	A regional sports park and extensive greenbelt system of landscaped trails and open spaces	A regional park and large open space area, which could be used as an 18-hole golf course
<b>Design Intent</b>	Traditional neighborhoods built around grid street patterns with walkable, tree-lined neighborhoods, porches, and street front amenities	Neighborhoods oriented to the greenbelt and reflecting the needs of an active community	Maximize scenic views and orientations toward open space features

1. See Table 3.4 for development assumptions.

### 3.1.3 ACTIVITY CENTERS

The land use plan establishes a hierarchy of activity centers based on location and intensity of planned uses, including a mixed-use town center, geographically dispersed activity centers, and a neighborhood retail center.

Consistent with the Specific Plan, the vision for each Activity Center is to provide hubs within Sutter Pointe that contain a mix of higher-intensity commercial, employment, and residential uses. The Specific Plan defines the geographic boundaries of distinct Activity Centers, each containing several parcels with differing mixes of residential and non-residential land uses. Each parcel has an assigned development density and/or dwelling unit allocation, which in aggregate, creates a holding capacity for the intensity of development that is permitted to occur within each Activity Center as a whole.

Buildout of each Activity Center is intended to evolve with flexibility, both in how uses are mixed as well as how the pattern of development occurs. While each Activity Center's parcels may develop individually consistent with the land use and zoning designations provided by the Specific Plan and LUDC (Appendix B), the Specific Plan encourages the comprehensive planning of each. This is intended to promote a high level of

connectivity between uses and a development pattern that fosters walkability and use of alternative transportation modes.

Through a comprehensive plan approach, the aggregate of all parcels' development intensity within an Activity Center may be combined and redistributed within its geographic boundary. This is intended to facilitate a creative and innovative development pattern, allowing commercial, employment, and residential uses to be mixed in a different manner than is provided for on the land use plan. In order to 'redefine' the land uses and development pattern within any Activity Center, it must be planned comprehensively by applying the Planned Development Combining District zoning designation, pursuant to the regulations established in Division 11 of the LUDC (Appendix B).



**Objective 3.1-3:** Provide focal activity centers throughout the Plan area that provide goods and services to surrounding residents and businesses in a walkable, accessible environment supported by public transit.

**Policy 3.1-10:** Five activity centers shall be established to provide for mixed commercial, residential, and civic uses within the Specific Plan area, as identified in Exhibit 3.1.

**Policy 3.1-11:** Establish the Town Center as Sutter Pointe’s civic, commercial, and social center.

**Policy 3.1-12:** Structure the West, North, and East Activity Centers to compliment retail and residential areas and to support the central role of the Town Center.

**Policy 3.1-13:** Establish the Mid Riego Neighborhood Center to provide basic goods and services to surrounding residential villages.

**Policy 3.1-14:** Create walkable activity centers by integrating pedestrian traffic, outdoor eating spaces, public art projects, and visual vistas into public spaces.

**Policy 3.1-15:** Implement the Town Center and mixed-use portion of the West Activity Center through a Planned Development process, as described in the Sutter Pointe LUDC (Appendix B), to ensure coordination and connectivity between the two centers.

**Policy 3.1-16:** Allow variations from planned land uses and intensities that encourage further mixing of commercial, office, and residential use within the boundaries of the West, North, and East Activity Centers and Mid-Riego Neighborhood Center identified in Exhibit 3.1. Variations from planned uses within these centers shall be implemented through a Planned Development process, as described in the Sutter Pointe LUDC (Appendix B).

## TOWN CENTER

The mixed-use Town Center is designed to be the heart of the Sutter Pointe community, allowing for a variety and mix of residential, commercial, recreational, and civic uses. Located immediately southeast of a planned freeway interchange at Riego Road and SR 99/70, the Town Center is anchored to the north by regional-serving retail uses surrounding the interchange, to the east by parks and residential neighborhoods, and to the west by office and industrial uses across the freeway.

The Town Center is intended to be Sutter Pointe's central activity node, providing an accessible pedestrian- and transit-oriented mixed-use retail core, surrounded and supported by high-density residential and employment uses. A planned multi-modal transit center offers potential for buses, bus rapid transit (BRT), or future light rail extensions south to Sacramento International Airport, North Natomas, and downtown Sacramento. Retail uses will include movie theaters, groceries, cafes, boutiques, and specialty shops. The Town Center will include a government center serving the Sutter Pointe community and ultimately a new city. A police substation completes the Town Center's civic functions.

Mixed-use development in the Town Center consists of both vertical mixed-use (ground floor commercial uses with residences or offices above) and horizontal mixed-use (commercial and residential development occurring on the same site). Commercial uses will be encouraged to be built adjoining wide public sidewalks (with build-to lines at the edge of the right-of-way). Specialty retail uses, including restaurants, are intended to front the adjacent lake and parks to the east. The intent of this commercial use is to provide a catalyst that generates high intensity pedestrian use in the area. Examples of specialty stores appropriate for the Town Center include grocers, cafes, boutiques, banks, and similar uses, which generally are less than 25,000 square feet in size.

Distinct streetscapes, roadway configurations, and gateway signage will announce arrival within the Town Center, and will support and encourage pedestrian, bicycle, and transit use. These design themes will continue into the West Activity Center, providing a strong linkage between the two centers. The streetscape environment is envisioned to be pedestrian-friendly, with buildings located behind wide sidewalks allowing for outdoor dining, display areas, and public art exhibits, as well as on-street parking in front of local shops and stores.



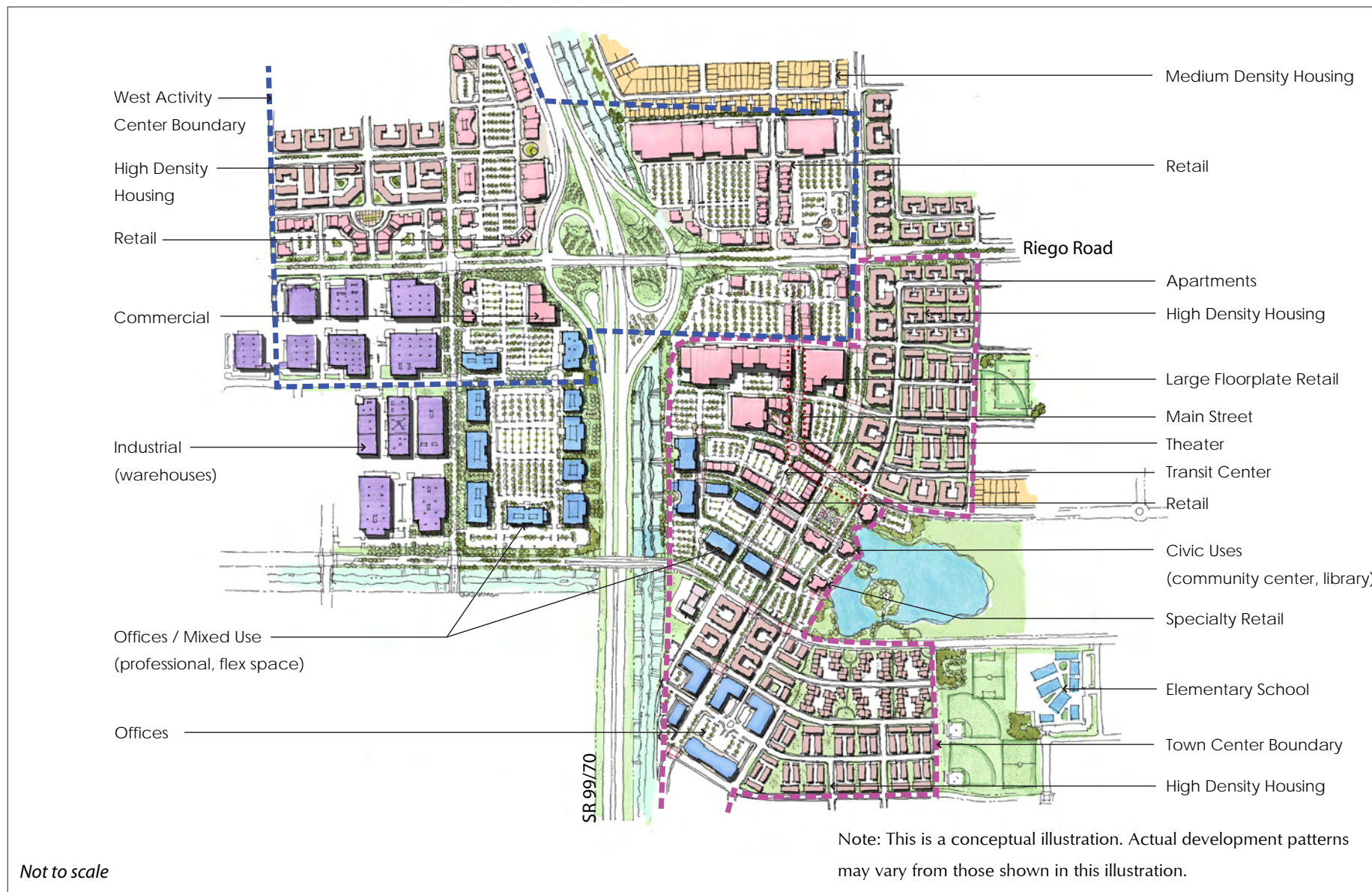
Shaded parking areas will be located within the middle of each block with buildings oriented toward the street.

A pedestrian scale Main Street will support local shops, plazas, a movie theater, or similar uses that shape and activate the streets and public spaces surrounding them. Open spaces, streets, and community facilities within the Town Center will provide social and design focal points for surrounding developments. The communal activities are centrally located to encourage social interaction.

The Town Center will be implemented through a planned development (PD) process to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. The intent of using a PD process for the Town Center is to ensure that all of the desired uses are accommodated and the overall Town Center design objectives achieved as individual projects are approved and constructed. Components of the Town Center will be developed in phases as described in Chapter 10, Implementation.

Exhibit 3.2 provides a conceptual illustration showing how the Town Center and adjacent West Activity Center work together to accommodate a variety of mixed commercial, residential, office, and civic uses. Coordination throughout the PD process will enable these two centers to reach these joint objectives.





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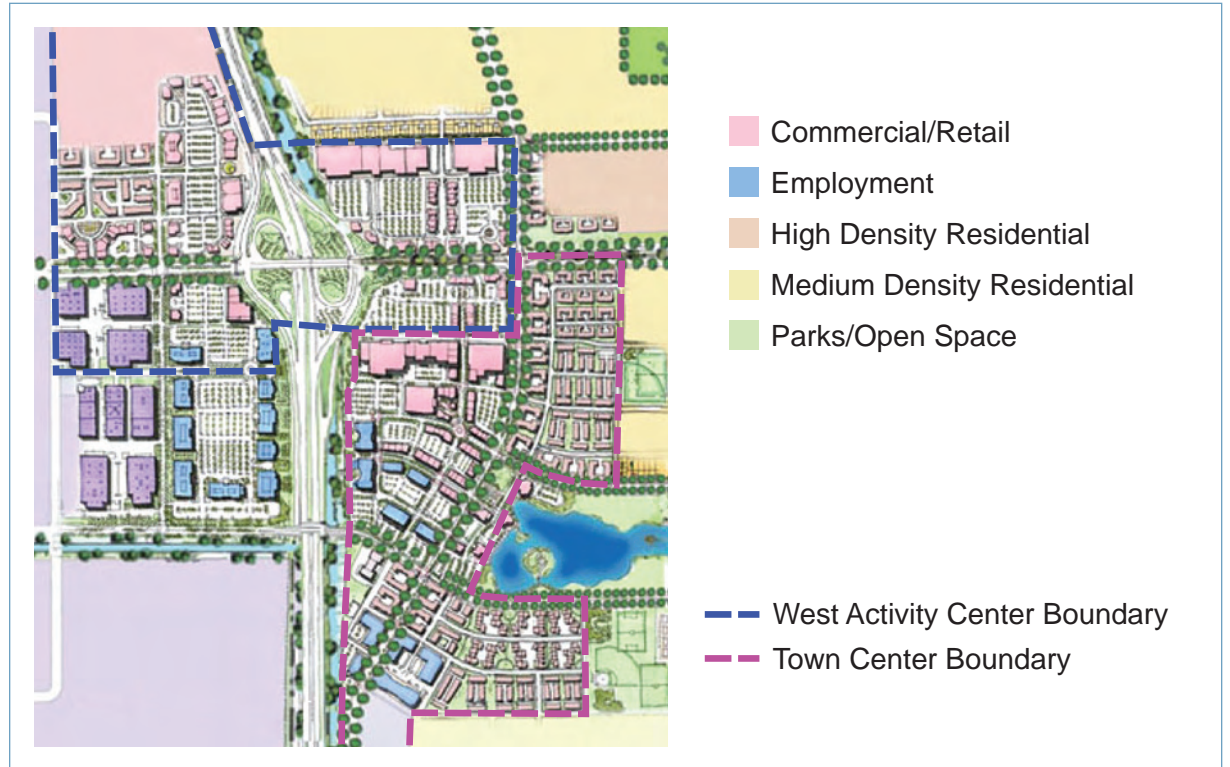
Exhibit 3.2: Town Center and West Activity Center

**WEST ACTIVITY CENTER**

A mixed-use commercial center and residential community will be located around the proposed SR 99/70-Riego Road interchange, providing jobs, tax revenues, and shopping and residential opportunities for the region (see inset). The West Activity Center will be linked to surrounding communities by multiple transportation modes. Exhibit 3.2 provides a conceptual illustration showing how the West Activity Center can be integrated with and support the Town Center.

This center is ideally located at a major access point to SR 99/70 along Riego Road, allowing for easy access and visibility; and serves as a buffer between industrial uses west of the freeway and the residential communities to the east. The commercial and employment portions of this center are envisioned as large-scale retail stores and office parks providing goods, services, and employment for a regional market. Uses will typically include, but not be limited to, home improvement and large-scale gardening centers, large-scale discount centers, household goods and groceries, auto sales and services, and food and drink establishments. The mixed-use portion of this center is envisioned to establish a residential community of townhouses, condominiums, and apartments. To achieve this objective, mixed-

use areas of the West Activity Center will be developed through a planned development (PD) process to ensure that all of the desired uses are accommodated and the overall design objectives fulfilled as individual projects are approved and constructed. This center emphasizes designs that tie the residential community and retail areas together into a unified community supporting the Town Center.



**NORTH ACTIVITY CENTER**

Strategically located along the future Placer Parkway alignment and a future planned north-south arterial on the eastern side of the Plan area, the North Activity Center provides for both community- and neighborhood-serving retail goods and services. It is surrounded by medium density residential areas to the east and employment areas to the west that provide for future development of commercial, office, or mixed commercial and office uses in the future depending on market demand. This center emphasizes designs that provide places to meet, shop, eat, recreate, and obtain services.



**EAST ACTIVITY CENTER**

The East Activity Center establishes an excellent opportunity for a regional service or institutional use, such as a campus-oriented community college, vocational school, hospital, medical center, or office park. Neighborhood-serving commercial uses also located within this center support the adjacent residential villages. Higher density residential areas surround and support the commercial and employment functions of the center. A transit center to be located along Riego Road provides public transit service. The East Activity Center is purposefully designed to be flexible in nature to accommodate future campus-oriented land uses that may be compatible with the location as new planning trends and market conditions evolve.

This center is accessed by Riego Road and a new north-south collector street on the eastern side of the Plan area. Exhibit 3.3 provides a conceptual illustration of the East Activity Center, showing how the proposed commercial, residential, and campus-oriented uses may be integrated. Further flexibility of uses and intensities may be allowed through use of a Planned Development Combining District, provided that unit counts and non-residential square footages do not exceed those identified in the specific plan for the East Activity Center.

**MID RIEGO NEIGHBORHOOD CENTER**

The Mid Riego Neighborhood Center is located at the intersection of the three residential villages, roughly half-way between SR 99/70 and the eastern Plan area boundary along Riego Road. This center provides for the retail and service needs of neighborhoods within a 1/2- to 1-mile radius. This shopping center accommodates neighborhood-serving retail uses, such as convenience stores, gas stations, professional offices, cafes, and restaurants. The center emphasizes designs that maximize visibility and accessibility from Riego Road as well as the surrounding neighborhoods. This center includes a fire station site and a high-density residential area.

Table 3.3 identifies the planned development capacity, land use designations, anticipated mix of uses, and design intent for each residential village. Like other activity centers, the Planned Development Combining District maybe be used to allow flexibility in uses and intensity provided unit counts and non-residential square footages do not exceed those identified in the Specific Plan for the Mid Riego Neighborhood Center.

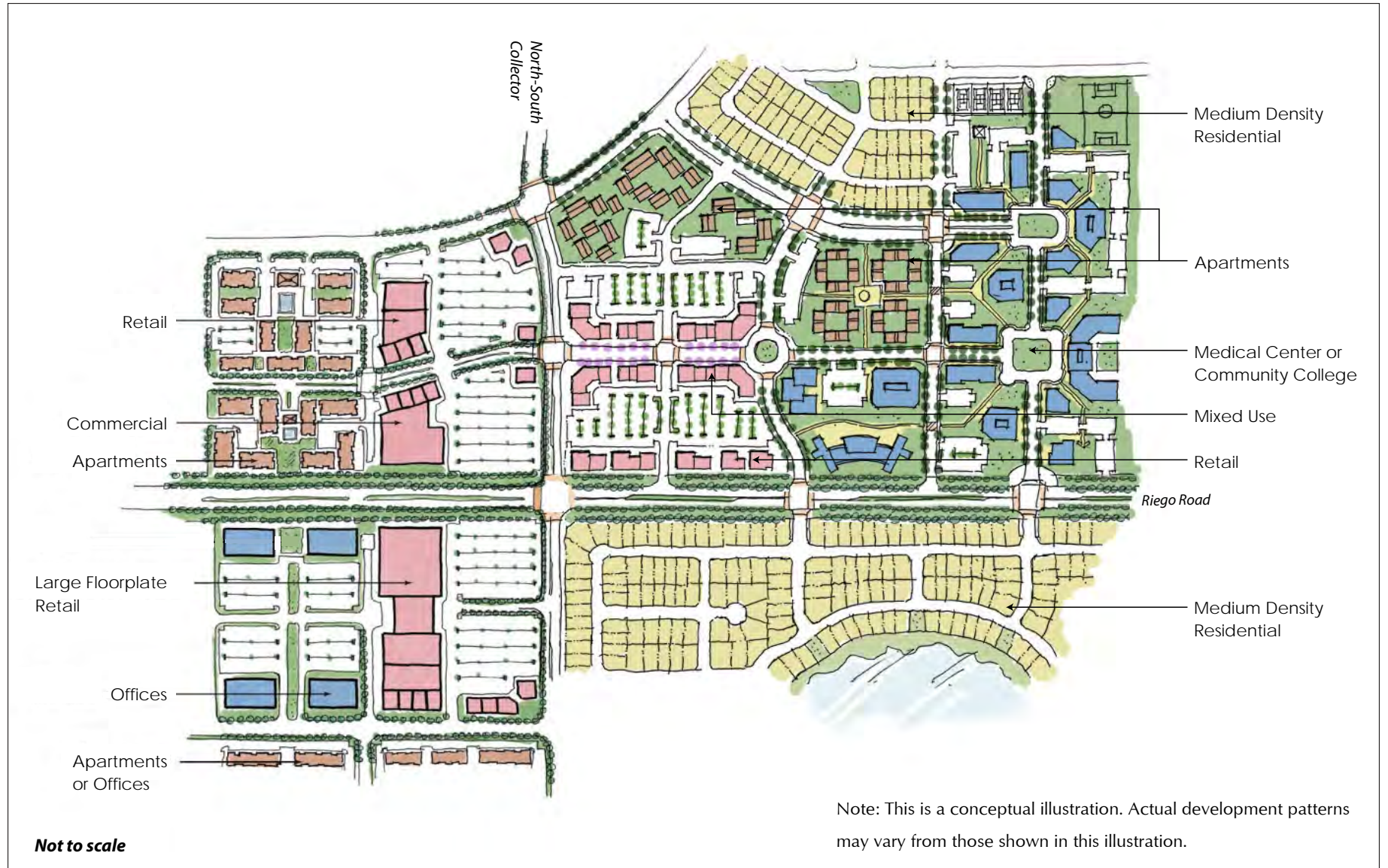


Exhibit 3.3: East Activity Center Conceptual Illustration

**TABLE 3.3: SUTTER POINTE ACTIVITY CENTERS**

	Town Center	West Activity Center	North Activity Center	East Activity Center	Mid Riego Neighborhood Center
<b>Acres</b>	163.7	217.1	86.4	180.8	32.2
<b>Dwelling Units</b>	1,421 <sup>1</sup>	308 <sup>1</sup>	— <sup>1</sup>	1,258 <sup>1</sup>	282 <sup>1</sup>
<b>Non-Residential Square Feet</b>	1,551,000 <sup>1</sup>	2,898,000 <sup>1</sup>	1,205,000 <sup>1</sup>	1,535,000 <sup>1</sup>	191,000 <sup>1</sup>
<b>Land Use Designations (see Section 3.2)</b>	HDR - High Density Residential MU - Mixed-Use E1 - Employment 1	MU - Mixed-Use CR - Commercial Retail E1 - Employment 1	CR - Commercial Retail E1 - Employment 1 E1F - Interim Flood Zone	HDR - High Density Residential CR - Commercial Retail E1 - Employment 1	CR - Commercial Retail HDR - High Density Residential
<b>Anticipated Mix of Uses</b>	Residential, commercial, recreational, and civic uses; transit center	Townhouses and apartments, large-format retail stores, auto sales/service, and food and drink establishments	Community- and neighborhood-serving retail goods and services; transit center	Campus-oriented regional service or institutional use, supporting commercial retail and higher density housing; transit center	Neighborhood-serving retail stores, gas stations, professional offices, cafes and restaurants, and higher density housing
<b>Design Intent</b>	Create an accessible, pedestrian-and transit-oriented central district. Use public and civic spaces to promote social interaction	Tie the residential community and retail areas together into a unified community supporting the Town Center	Provide places to meet, shop, eat, recreate, and obtain services	Maintain flexibility to accommodate and support future campus-oriented land uses	Maximize visibility and accessibility

1. See Table 3.4 for development assumptions.

### ***VARIATIONS FROM PLANNED LAND USES***

The Specific Plan provides for variation from planned land uses and intensities to encourage mixed commercial, office, and residential use within the boundaries of the West, North, and East Activity Centers and Mid Riego Neighborhood Center, identified in Exhibit 3.1. As an alternative to developing each land parcel according to its planned use and intensity, an applicant may propose to develop the entire activity center as an integrated mixed-use project, provided that the proposed mixed-use project does not exceed the planned number of units or non-residential square footage identified in the Specific Plan for the subject activity center, as described in Table 3.4.

Variations from the planned uses and intensities described within the Specific Plan on individual land parcels at these locations would require the applicant to complete and submit a Development Plan for the activity center, as described in the Sutter Pointe LUDC (Appendix B). Uses consistent with the planned uses and intensities described within the Specific Plan on individual land use parcels within the West, North, and East Activity Centers would not require completion of a Development Plan.

### 3.2 LAND USE DESIGNATIONS

The Sutter Pointe Specific Plan land use plan includes a combination of residential, employment, service, open space, and public uses. The Plan area will feature 17,500 dwelling units and approximately 50 million square feet of employment uses. Proposed land uses are identified in the Land Use Plan (Exhibit 3.4) and summarized in Table 3.4. The development program for each land parcel is summarized in Table 3.5. These uses will support a build out population of approximately 47,000 residents and provide jobs for approximately 67,000 employees (Table 3.6).

**Objective 3.2-1:** *Provide land uses which enable development of a community featuring job centers, homes, shopping, employment, schools, recreation, cultural and worship facilities, and public services.*

**Policy 3.2-1:** *Arrange land uses to reduce vehicle miles traveled and energy consumption.*

**Policy 3.2-2:** *Provide development and transitional land use patterns that minimize conflicts with existing businesses and land uses.*

**Policy 3.2-3:** *Properties shall conform to the permitted density or intensity range for the land use designation assigned to the property in Table 3.4.*

The acreages shown in Tables 3.4 and 3.5 are calculated as gross acres, with subtractions for backbone roadways. These acreages include necessary development components, including, but not limited to, local roads, rights of way, utilities, and buffers between agricultural and residential uses.

Individual parcel sizes were multiplied by the assumed dwelling units per acre and the average FAR factors in Table 3.4 to determine the proposed dwelling units and non-residential square footage allocations in Table 3.5.

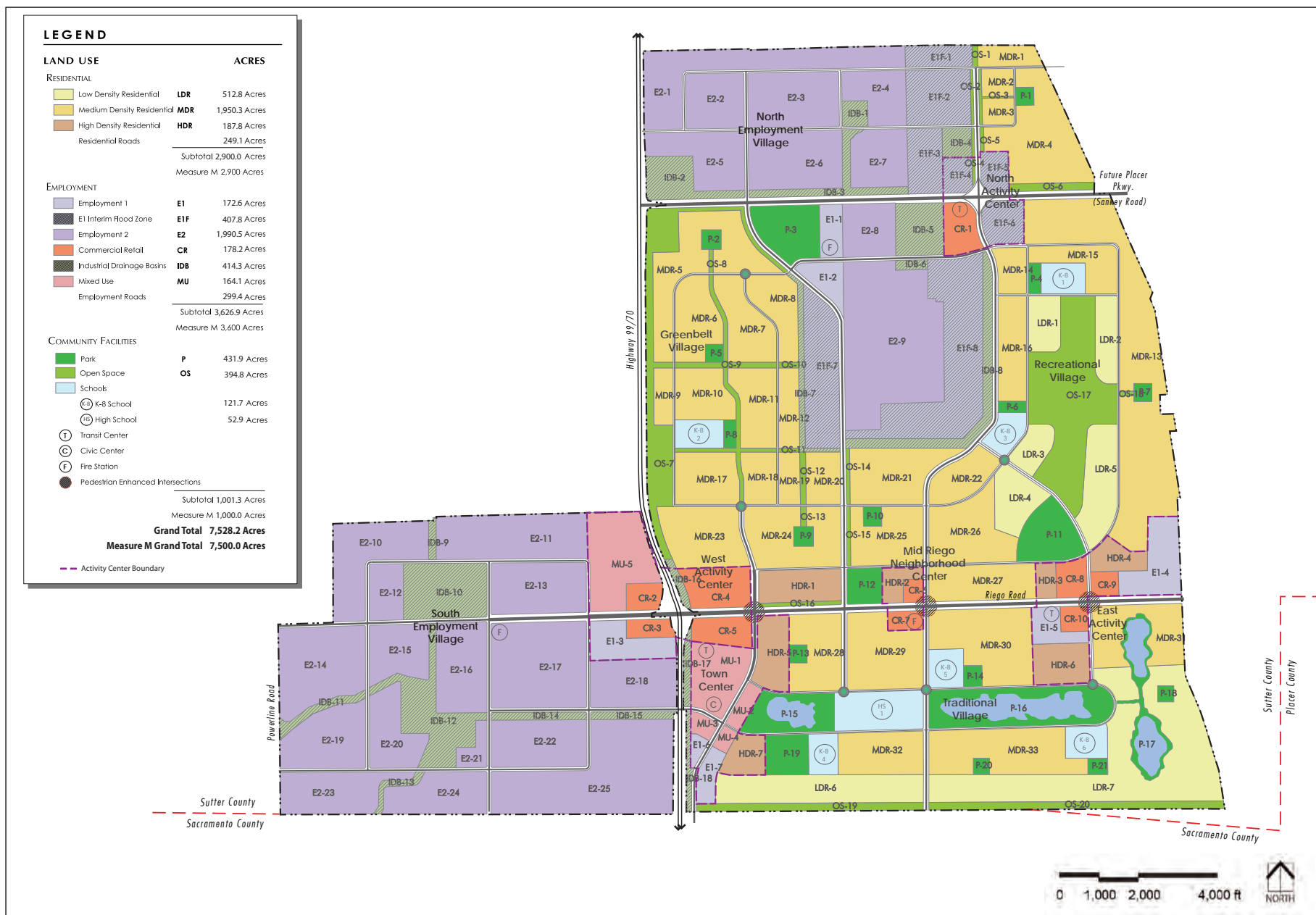
To provide development flexibility, density transfers between residential land use parcels and square footage transfers between non-residential parcels are permitted without the need for a Specific Plan amendment, provided that they meet the criteria set forth in “Transfer of Development Rights”, described in Chapter 10, Implementation.

The Sutter Pointe Specific Plan is proposed to be built in four phases of residential/mixed-use development and four separate phases of employment village development. The phasing plan for Sutter Pointe is presented in Chapter 10, Implementation.

TABLE 3.4: LAND USE SUMMARY TABLE

	Acreage		Dwelling Units (DUs)			Non-Residential Square Feet		
	Acres (Gross)	Percentage of Total	DUs/Acre Range	Assumed DUs/Acre	DUs	FAR Range	Average FAR	Square Feet
<b>RESIDENTIAL USES</b>								
Low Density Residential (LDR)	512.8	6.8%	2.0-4.0	2.85	1,461			
Medium Density Residential (MDR)	1,950.3	25.9%	4.1-12.0	6.16	12,014			
High Density Residential (HDR)	187.8	2.5%	12.1-24.0	18.26	3,426			
Backbone Residential Roads	249.1	3.3%						
<b>Subtotal</b>	<b>2,900.0</b>	<b>38.5%</b>			<b>16,901</b>			
<b>EMPLOYMENT USES</b>								
Employment 1 (E1)	172.6	2.3%				0.2-0.5	0.35	2,632,000
E1 Interim Flood Zone (E1F)	407.8	5.4%				0.2-0.5	0.35	6,225,000
Employment 2 (E2)	1,990.5	26.4%				0.4-0.6	0.42	36,408,000
Commercial Retail (CR)	178.2	2.4%				0.2-0.35	0.25	1,940,000
Industrial Drainage Basin (IDB)	414.3	5.5%						
Mixed Use (MU)	164.1	2.2%	12.1-45.0	18.26	599	0.2-1.5	0.35	2,501,000
Backbone Employment Roads	299.4	4.0%						
<b>Subtotal</b>	<b>3,626.9</b>	<b>48.2%</b>			<b>599</b>			<b>49,706,000</b>
<b>COMMUNITY FACILITIES</b>								
Parks (P)	431.9	5.7%						
Open Space (OS)	394.8	5.2%						
Elementary/Middle Schools (K-8)	121.7	1.6%						
High School (HS)	52.9	0.7%						
<b>Subtotal</b>	<b>1,001.3</b>	<b>13.3%</b>						
<b>GRAND TOTAL</b>	<b>7,528.2</b>	<b>100.00%</b>			<b>17,500</b>			<b>49,706,000</b>

Note: Discrepancies between Table 3.4, "Land Use Summary Table" and Table 10.1, "Land Use Summary by Phase" are due to rounding.



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Exhibit 3.4: Land Use Plan

TABLE 3.5: LAND USE PLAN BY CATEGORY AND LAND PARCEL

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
<b>LOW DENSITY RESIDENTIAL (LDR)</b>			
LDR-1	27.7	79	
LDR-2	29.5	84	
LDR-3	22.7	65	
LDR-4	39.2	112	
LDR-5	59.1	168	
LDR-6	91.0	259	
LDR-7	243.6	694	
<i>Subtotal</i>	<i>512.8</i>	<i>1,461</i>	
<b>MEDIUM DENSITY RESIDENTIAL (MDR)</b>			
MDR-1	20.0	123	
MDR-2	13.9	86	
MDR-3	13.2	81	
MDR-4	109.3	673	
MDR-5	103.9	640	
MDR-6	51.7	318	
MDR-7	53.7	331	
MDR-8	43.7	269	
MDR-9	17.1	105	
MDR-10	44.0	271	
MDR-11	49.3	304	
MDR-12	25.5	157	
MDR-13	257.6	1,588	
MDR-14	21.4	132	
MDR-15	39.1	241	

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
MDR-16	46.3	285	
MDR-17	51.1	315	
MDR-18	27.5	169	
MDR-19	17.4	107	
MDR-20	28.1	173	
MDR-21	73.3	452	
MDR-22	37.5	231	
MDR-23	73.7	454	
MDR-24	80.2	494	
MDR-25	60.6	373	
MDR-26	76.4	471	
MDR-27	59.0	363	
MDR-28	57.6	355	
MDR-29	80.9	498	
MDR-30	97.9	603	
MDR-31	65.2	402	
MDR-32	56.1	346	
MDR-33	98.1	604	
<i>Subtotal</i>	<i>1,950.3</i>	<i>12,014</i>	
<b>HIGH DENSITY RESIDENTIAL (HDR)</b>			
HRD-1	41.5	756	
HRD-2	15.5	282	
HRD-3	11.1	202	
HRD-4	22.0	402	
HRD-5	37.9	692	

TABLE 3.5: LAND USE PLAN BY CATEGORY AND LAND PARCEL (CONTINUED)

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
HRD-6	35.8	654	
HRD-7	24.0	438	
<i>Subtotal</i>	<i>187.8</i>	<i>3,426</i>	
<b>RESIDENTIAL BACKBONE ROADS</b>			
	249.1		
<i>Subtotal Residential Uses</i>	<b>2,900.0</b>	<b>16,901</b>	
<b>COMMERCIAL RETAIL (CR)</b>			
CR-1	26.5		289,000
CR-2	14.7		160,000
CR-3	13.3		145,000
CR-4	40.8		444,000
CR-5	25.6		279,000
CR-6	7.2		77,000
CR-7	10.5		114,000
CR-8	17.8		194,000
CR-9	10.9		119,000
CR-10	10.9		119,000
<i>Subtotal</i>	<i>178.2</i>		<i>1,940,000</i>
<b>EMPLOYMENT 1 (E1)</b>			
E1-1	18.9		289,000
E1-2	21.0		320,000
E1-3	38.4		585,000
E1-4	50.9		777,000
E1-5	21.4		326,000

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
E1-6	6.0		91,000
E1-7	16.0		244,000
<i>Subtotal</i>	<i>172.6</i>		<i>2,632,000</i>
<b>E1 INTERIM FLOOD ZONE (E1F)</b>			
E1F-1	22.5		344,000
E1F-2	55.3		844,000
E1F-3	34.5		527,000
E1F-4	16.2		248,000
E1F-5	16.8		257,000
E1F-6	26.9		411,000
E1F-7	79.9		1,219,000
E1F-8	155.7		2,375,000
<i>Subtotal</i>	<i>407.8</i>		<i>6,225,000</i>
<b>EMPLOYMENT 2 (E2)</b>			
E2-1	119.6		2,189,000
E2-2	50.1		916,000
E2-3	78.1		1,428,000
E2-4	44.7		817,000
E2-5	64.9		1,187,000
E2-6	85.1		1,556,000
E2-7	50.1		916,000
E2-8	43.4		794,000
E2-9	219.4		4,014,000
E2-10	86.7		1,586,000
E2-11	104.3		1,910,000

TABLE 3.5: LAND USE PLAN BY CATEGORY AND LAND PARCEL (CONTINUED)

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
E2-12	29.9		547,000
E2-13	75.1		1,373,000
E2-14	104.1		1,904,000
E2-15	49.9		912,000
E2-16	71.1		1,300,000
E2-17	126.9		2,322,000
E2-18	64.0		1,170,000
E2-19	72.9		1,333,000
E2-20	51.4		940,000
E2-21	14.3		261,000
E2-22	69.9		1,278,000
E2-23	67.9		1,242,000
E2-24	59.5		1,088,000
E2-25	187.2		3,425,000
<i>Subtotal</i>	<i>1,990.5</i>		<i>36,408,000</i>
<b>MIXED USE (MU)</b>			
MU-1	53.8	196	820,000
MU-2	11.8	43	180,000
MU-3	8.2	30	125,000
MU-4	6.0	22	91,000
MU-5	84.3	308	1,285,000
<i>Subtotal</i>	<i>164.1</i>	<i>599</i>	<i>2,501,000</i>
<b>INDUSTRIAL DRAINAGE BASIN (IDB)</b>			
IDB-1	10.2		
IDB-2	37.9		

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
IDB-3	27.1		
IDB-4	14.0		
IDB-5	39.6		
IDB-6	4.9		
IDB-7	18.1		
IDB-8	46.8		
IDB-9	4.8		
IDB-10	71.2		
IDB-11	12.4		
IDB-12	75.9		
IDB-13	7.2		
IDB-14	11.4		
IDB-15	10.0		
IDB-16	6.2		
IDB-17	8.7		
IDB-18	7.9		
<i>Subtotal</i>	<i>414.3</i>		
<b>EMPLOYMENT BACKBONE ROADS</b>			
	299.4		
<i>Subtotal</i>			
<b>Employment Uses</b>	<b>3,626.9</b>	<b>599</b>	<b>49,706,000</b>
<b>PARKS (P)</b>			
P-1	5.0		
P-2	6.0		

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TABLE 3.5: LAND USE PLAN BY CATEGORY AND LAND PARCEL (CONTINUED)

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
P-3	50.0		
P-4	6.0		
P-5	5.0		
P-6	5.0		
P-7	5.0		
P-8	5.5		
P-9	6.0		
P-10	5.5		
P-11	46.8		
P-12	19.6		
P-13	5.0		
P-14	6.0		
P-15	51.6		
P-16	107.8		
P-17	56.0		
P-18	4.0		
P-19	27.1		
P-20	4.0		
P-21	5.0		
<i>Subtotal</i>	431.9		
<b>OPEN SPACE (OS)</b>			
OS-1	1.8		
OS-2	2.3		

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
OS-3	3.3		
OS-4	2.4		
OS-5	1.5		
OS-6	10.0		
OS-7	92.3		
OS-8	1.5		
OS-9	30.0		
OS-10	1.7		
OS-11	1.3		
OS-12	4.7		
OS-13	1.8		
OS-14	3.3		
OS-15	3.5		
OS-16	4.9		
OS-17	166.4		
OS-18	1.0		
OS-19	27.1		
OS-20	34.0		
<i>Subtotal</i>	394.8		
<b>K-8 SCHOOLS (K-8)</b>			
K-8 School-1	21.0		
K-8 School-2	21.2		
K-8 School-3	19.3		

**TABLE 3.5: LAND USE PLAN BY CATEGORY AND LAND PARCEL (CONTINUED)**

Land Use Parcel	Acres (Gross) <sup>1</sup>	Dwelling Units <sup>1</sup>	Square Feet <sup>1</sup>
K-8 School-4	18.7		
K-8 School-5	20.6		
K-8 School-6	20.9		
<i>Subtotal</i>	<i>121.7</i>		
<b>HIGH SCHOOL (HS)</b>			
High School-1	52.9		
<i>Subtotal</i>			
<b>Community Facilities</b>	<b>1,001.3</b>		
<b>BACKBONE ROADWAYS</b>	<b>548.5</b>		
<b>TOTAL</b>	<b>7,528.2</b>	<b>17,500</b>	<b>49,706,000</b>

1. See Table 3.4 for development assumptions.

**TABLE 3.6: PROJECTED POPULATION AND EMPLOYMENT AT FULL BUILDOUT**

Residential Development	Dwelling Units	Persons/Dwelling Unit	Residents	Non-Residential Development	Non-Residential Square Feet	Square Feet/Employee	Employees
Low Density	1,461	2.93	4,281	Commercial Retail	4,092,000	450	9,090
Medium Density	12,014	2.77	33,279	Office	4,214,000	250	16,860
Mixed Use	599	2.30	1,378	Industrial	41,407,000	1,000	41,410
High Density	3,426	2.30	7,880				
<b>TOTAL</b>	<b>17,500</b>		<b>46,818</b>	<b>TOTAL</b>	<b>49,713,000</b>		<b>67,360</b>

3.2.1 RESIDENTIAL LAND USES

**Objective 3.2-2:** Establish land uses and development regulations that provide for a wide range of housing densities, types, styles, prices, and tenancy (for-sale and rental housing).

**Policy 3.2-4:** The total of all residential units within the Plan area shall not exceed 17,500 units. Residential uses shall be located in designated mixed-use and residential areas identified on the land use plan and within the density ranges provided in Table 3.4, “Land Use Summary Table.” These may be modified per density transfer provisions established within Chapter 10, Implementation

**Policy 3.2-5:** Density transfers between land use parcels are permitted, provided that they meet the criteria set forth in Chapter 10, Implementation. Subject to the applicable density range, a variety of housing types and densities shall be allowed within the Specific Plan Area.

**Policy 3.2-6:** Innovative housing types are strongly encouraged to provide for a variety of housing configurations and prototypes.

**Policy 3.2-7:** Promote health and wellness of Sutter Pointe residents by establishing neighborhoods that integrate housing with open space and recreational uses.

**Policy 3.2-8:** Dwelling unit transfers involving HDR parcels are permitted, provided that transfers occur between HDR parcels or from non-HDR parcels onto HDR parcels.

Residential uses in the Plan area will consist of low density, medium density, and high density residential neighborhoods composed of a variety of housing types (see Exhibit 3.5). Approximately two-thirds of the planned units will be Medium Density Residential. Each residential neighborhood is anchored by community facilities, such as schools, parks, and recreational facilities, and connected to an open space and trail system. Local schools and/or neighborhood parks are located within walking distance of surrounding residences. Locating school sites and recreational and community facilities within walking distance of residents encourages community involvement and interaction within these joint-use facilities.

Each residential land use designation has a density range as well as a unit assumption, which was based upon the range and the individual parcel’s acreage (see Table 3.5). Dwelling units can be

transferred between residential parcels within the Plan area provided that neither parcel exceeds or falls below the defined density range, overall units in the Plan area do not exceed 17,500, and the transfer is in compliance with all other transfer provisions identified in Chapter 10, Implementation.

To preserve the urban character around the activity centers and Town Center, certain limitations are established restricting dwelling unit transfers involving HDR parcels. Transfers of units from one HDR parcel to another are permitted, as are unit transfers from non-HDR parcels onto HDR parcels.

Residential neighborhoods feature appropriate buffers from agricultural uses, habitat areas, and employment uses, and are described further in Chapter 5, Resources and Conservation. They also provide access to major arterial and collector streets.

The three residential land use designations provide for active adult, community living, and senior housing, provided the overall density range is maintained. In addition to housing, they also permit similar and compatible uses. Permitted uses and development standards for each residential land use designation are established in Appendix B, Land Use and Development Code.

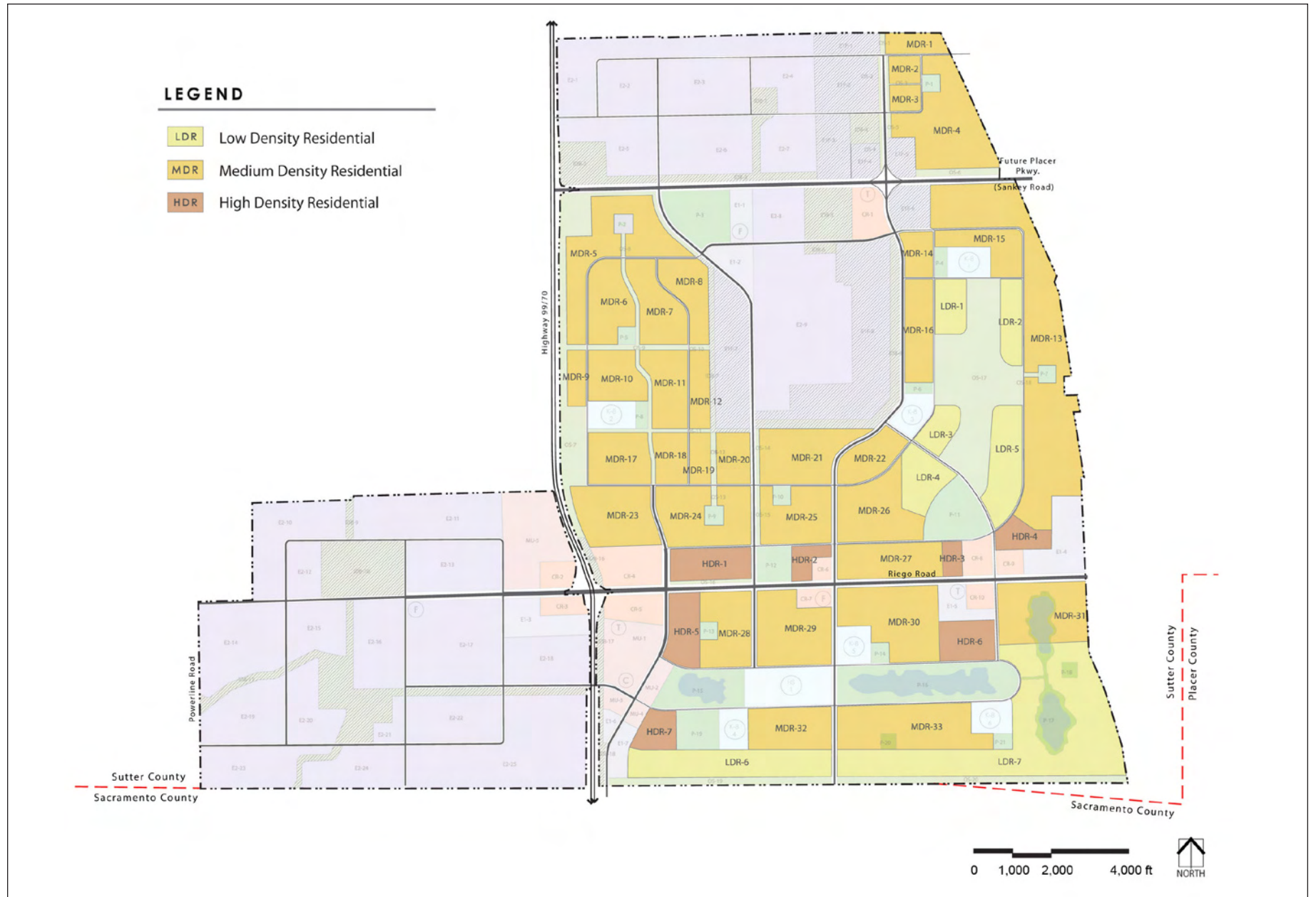


Exhibit 3.5: Residential Use Designations

**LOW DENSITY RESIDENTIAL (LDR)***2-4 Dwelling Units per Acre*

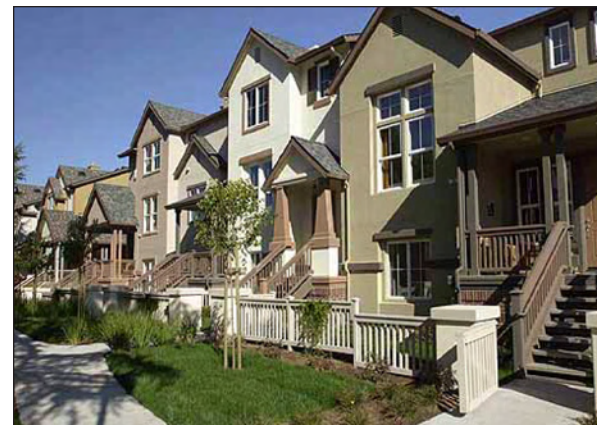
The Low Density Residential (LDR) land use designation is contained within approximately 512 acres, and comprises 6.8 percent of the Plan area. This designation allows a density range of two to four dwelling units per acre (du/ac). LDR units account for 8.3 percent of total dwelling units in the Plan area. LDR uses are located primarily at the southern and eastern end of the Traditional Village and adjacent to the proposed golf course or unimproved open space area within the Recreational Village. Refer to Table 3.5 for the proposed distribution of LDR units to various land parcels.

The LDR designation provides for primarily single-family detached residential development.

**MEDIUM DENSITY RESIDENTIAL (MDR)***4.1-12 Dwelling Units per Acre*

The Medium Density Residential (MDR) land use designation is contained within approximately 1,950 acres, and comprises 25.9 percent of the Plan area. This designation allows a density range of 4.1 to 12 dwelling units per acre (du/ac). MDR units account for 68.6 percent of total dwelling units in the Plan area, and are found throughout each of the residential neighborhoods in Sutter Pointe. Refer to Table 3.5 for the proposed distribution of MDR units to various land parcels.

The MDR designation provides opportunities for single-family detached, single-family attached, clustered single-family attached, clustered single-family detached, zero-lot homes, and multi-family residential (including townhomes) development options. Small-lot, single-family units may include both clustered attached and detached homes. A variety of product types and lot sizes are encouraged, with no residential village using any single minimum lot size or prescribed housing configuration.



**HIGH DENSITY RESIDENTIAL (HDR)**

*12.1 – 24 Dwelling Units per Acre*

The High Density Residential (HDR) land use designation is contained within approximately 187 acres, and comprises 2.5 percent of the Plan area. Though HDR uses cover a small proportion of Sutter Pointe’s total acreage, they account for approximately 20 percent of the dwelling units in the Plan area. This designation allows a density range of 12.1 to 24 dwelling units per acre (du/ac).

HDR uses are located throughout the southern Plan area, generally clustered near planned commercial and mixed-use activity centers to promote walkability, and to provide a nearby nighttime population. HDR areas are also located along major transportation corridors to facilitate accessibility and promote transit use. Refer to Table 3.5 for the proposed distribution of HDR units to various land parcels.

The mixed-use designation described within the employment uses of the Sutter Pointe Specific Plan allows for the construction of 599 high-density units, in addition to those proposed in the HDR designation.

The HDR designation provides for primarily multi-family residential development, but single-family small lot residential development is also permitted, as long as density does not fall below the minimum density range for HDR parcels. Typical housing within HDR areas will be primarily multiple-story and may include condominiums, townhomes, stacked flats, and apartments. The HDR land use designation provides opportunities for both rental and for-sale housing and is a critical component in ensuring affordable housing opportunities.

Similar to the other residential designations, innovative housing designs are encouraged within the HDR land use district. The use of innovative site designs, such as zero-lot homes, cluster home designs, auto courts, and duplex units is encouraged. As HDR areas are located close to proposed transit stops, the number of units available within these areas should be maximized to the extent possible, to achieve a transit-oriented development pattern in the activity centers.



**SENIOR HOUSING**

The 3,000 senior housing units will be located throughout the Plan area, which provide additional affordable housing opportunities and smaller living accommodations for seniors. These may be built in blocks of units of age-restricted housing, such as small subdivisions, age-restricted communities, assisted living, and continuing care. The specific locations of senior housing units will be determined upon filing of tentative subdivision maps for each land use parcel. Each residential land use parcel shall have a pro rata share of the obligation to provide senior housing, and such obligation may be transferred to other residential parcels within the same or subsequent development phases.

**AFFORDABLE HOUSING**

The Sutter Pointe Specific Plan proposes an affordable housing strategy within its low density, medium density, high density, and mixed-use residential neighborhoods. Sutter Pointe has been structured to be consistent with and implement Sutter County's Affordable Housing Program Ordinance. Additional details on the affordable housing strategy and program are provided in Chapter 7, Affordable Housing.



3.2.2 EMPLOYMENT LAND USES

**Objective 3.2-3:** Provide larger sites of suitable land to accommodate projected regional job growth in locations adjacent to existing and planned infrastructure, urban services, and transportation corridors.

**Policy 3.2-9:** Focus large commercial services in close proximity to future freeway interchange access points.

**Policy 3.2-10:** Respond to identified market demand for employment centers and demand for public facilities along the SR 99/70 corridor.

**Policy 3.2-11:** Develop employment and business park land uses near the Riego Road / SR 99/70 intersection, the Sankey Road (future Placer Parkway) / SR 99/70 intersection, and in the East Activity Center.

**Policy 3.2-12:** Create a physically safe environment by constructing both interim and permanent flood control improvements to protect urban areas.

**Policy 3.2-13:** Establish a hierarchy of regional and local commercial areas to provide a range of products and services to the Plan area.

**Policy 3.2-14:** Concentrate higher intensity employment uses in the North and South Employment Villages, and secondarily along Riego Road.

**Policy 3.2-15:** Provide a range of adequate sites to accommodate food processing and related uses that support the County’s agricultural economy.

**Policy 3.2-16:** An application to proceed with any phase of development that includes E1F land use may only be approved if one of the following requirements has been met:

- (i) A County endorsed plan and associated funding mechanism(s) are in place providing alternate measures to address the Sankey Gap overflow and eliminating the interim flood control requirement on E1F designated lands within that phase; or
- (ii) The land use plan for that phase is revised to provide for new E1 land use in an amount equivalent to the acres of E1F lands still encumbered for flood control use within that phase.

Any revision to the land use plan shall ensure compliance with all of the provisions of Measure M, and may not result in the reduction of school, park, or other public lands. Such revisions to the land use plan shall be subject to the discretionary approval of the County and may require amendments to the Specific Plan, infrastructure and service master plans, Public Facilities Financing Plan, development agreements, and additional environmental review.

Planned service and employment uses at Sutter Pointe consist of commercial, office, general industrial, and light industrial activities. These uses are generally grouped within four land use designations: Employment 1 (E1), Employment 2 (E2), Commercial Retail (CR), and Mixed Use (MU) (see Exhibit 3.6). On-site storm water management for these uses is provided within the Interim Flood Zone (E1-F) and the Industrial Drainage Basin (IDB) designations. The primary distinction between the E1 and E2 designations is their permitted uses. The E1 designation is intended to provide for a variety of uses, including light industrial, office, and supporting commercial activities. The E2 designation is intended to provide space for heavy industrial activities, including research and development flexible space, warehousing, and auto-related services.



The floor area ratios (FARs) for employment land uses provided in Table 3.4 are based on the developers' past experience with similar projects. The gross acreage of each parcel was multiplied by the corresponding average FAR to determine the square footage allocations. Building square footage allocations can be transferred between employment uses, provided the FAR for both the transferring and receiving parcels remains within the ranges shown in Table 3.4 and meets the criteria set forth in "Transfer of Development Rights" described in Chapter 10, Implementation.

Permitted uses and development standards applicable within the employment land use designations are provided in the Land Use and Development Code (Appendix B).

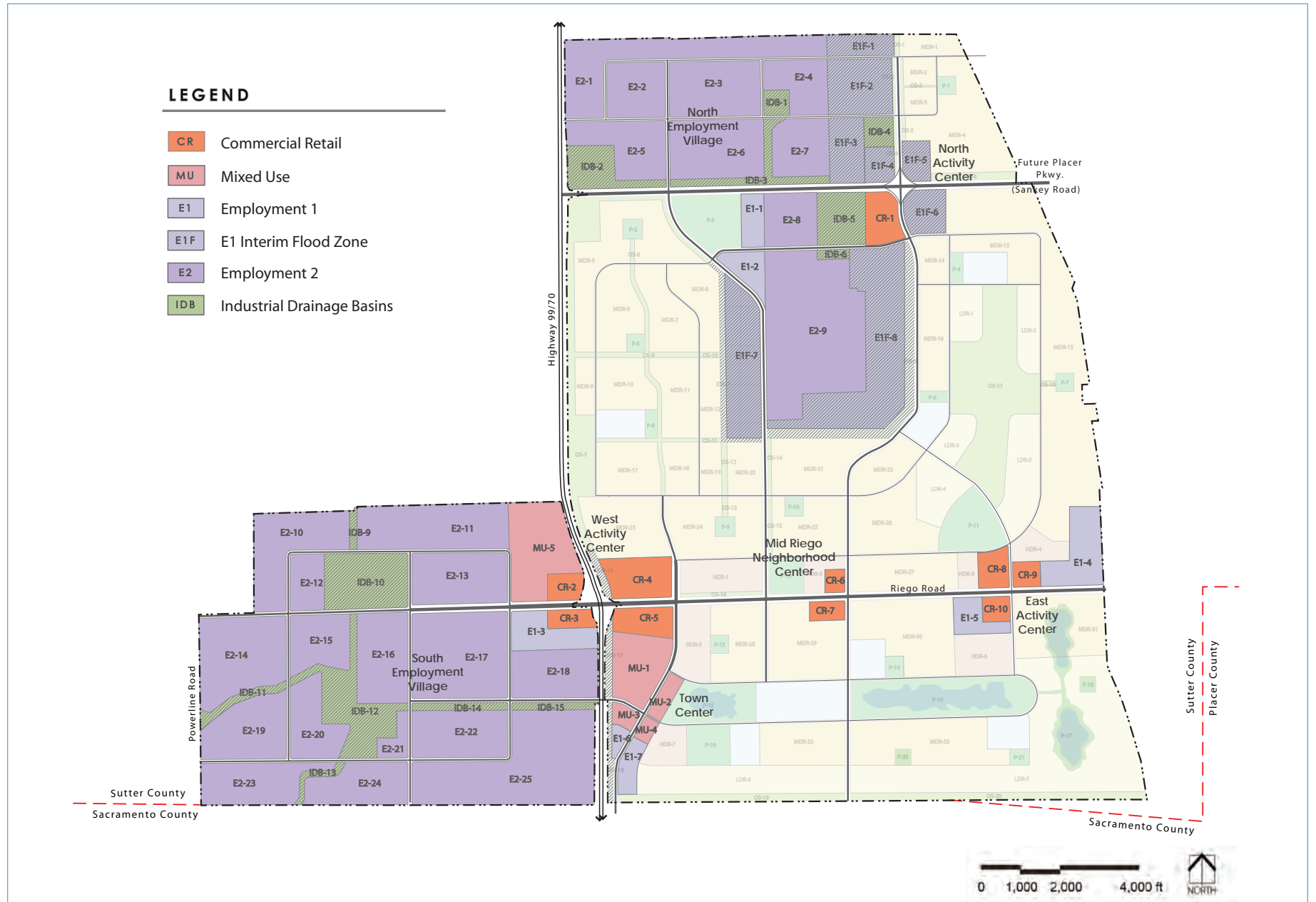
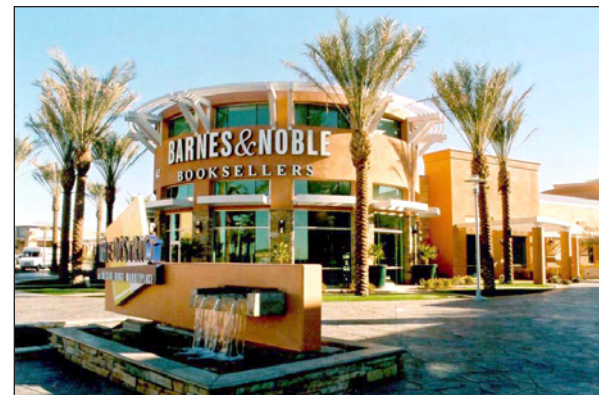


Exhibit 3.6: Employment Use Designations

**COMMERCIAL RETAIL (CR)***0.2:1 to 0.35:1 Floor Area Ratio (FAR)*

The Commercial Retail (CR) designation is contained within approximately 178 acres, representing 2.4 percent of the Plan area. The FAR range applicable within this designation is between 0.2:1 and 0.35:1. The CR land use designation is concentrated in four major centers distributed throughout the Plan area (West Activity Center, East Activity Center, North Activity Center, and Mid Riego Neighborhood Center) as described in Section 3.1. The CR designation accommodates a mix of commercial retail and service uses to meet the needs of the surrounding community. Locating CR uses along major circulation routes is intended to make these designations both pedestrian- and auto-oriented, and easily accessible to adjacent residential neighborhoods.

Differences in permitted use types and development standards are encouraged between each type of center to encourage development of appropriate types and scales of retail, entertainment, and service uses for each center's target market. Permitted uses and development standards for CR areas are provided in the Land Use and Development Code (Appendix B).



### **EMPLOYMENT 1 (E1)**

*0.2:1 to 0.5:1 Floor Area Ratio (FAR)*

The Employment 1 (E1) land use designation is contained within approximately 173 acres, and comprises 2.3 percent of the total Plan area. This designation provides for a FAR range between 0.2:1 and 0.5:1.

Four E1 use areas are proposed throughout Sutter Pointe, predominantly located along Riego Road and Sankey Road (future Placer Parkway). These uses occur within the North Employment Village, East Activity Center, West Activity Center, and the Town Center. E1 areas are intended for office and light industrial uses, and typically buffer more intense Employment 2 (E2) or Commercial Retail (CR) uses from residential uses throughout the Plan area. E1 land uses comprise the broadest range of office and light industrial employment uses, providing much needed flexibility to meet changing market conditions over time.

This land use category also permits a variety of retail uses, medical facilities, office parks (including research and development uses), office-support uses (including copy centers, office supplies, cafes, and retail sales and services), light industrial uses (including high-tech manufacturing and assembly uses, distribution centers, and warehousing), and regional commercial uses. The E1 category is designed to provide jobs in close proximity to residential uses. Community facilities such as transit stops, government buildings, civic centers, and fire stations are also allowed within this designation.

### **E1 INTERIM FLOOD ZONE (E1F)**

*Interim use as Flood Zone*

*Buildout as E1: 0.2:1 to 0.5:1 Floor Area Ratio (FAR)*

The E1 Interim Flood Zone (E1F) designation comprises 5.4 percent of the total Plan area, accounting for over 400 acres. This land use designation provides a buffer between industrial and residential uses and permits drainage, recreational, agricultural, and grazing uses.

The E1F Zone is intended to be an interim land use designation. It has been applied to approximately 408 acres that can provide for interim flood control to contain the flood waters associated with the Sankey Gap. Lands designated as E1F are counted towards meeting the Measure M requirement that future development of the Sutter Pointe area provide a minimum of 3,600 acres of commercial and industrial uses.

In the future, should alternate flood control measures become feasible, areas designated as E1F may be developed with uses consistent with the Employment 1 (E1) land use designation and the permitted uses and development standards described in the Land Use and Development Code (Appendix B).

**EMPLOYMENT 2 (E2)**

0.4:1 to 0.6:1 Floor Area Ratio (FAR)

The Employment 2 (E2) land use designation is dispersed over an area of 1,990 acres, representing approximately 26.4 percent of the Plan area. The FAR range permitted within the E2 land use designation is between 0.4:1 and 0.6:1. The E2 land use designation provides for the development of both light and heavy industrial uses and supportive commercial uses to serve industrial/commercial needs. This designation also provides workplaces for future residents of Sutter Pointe, and other residents throughout Sutter County and the Sacramento region. The designation provides large sites for employers with a variety of needs. These uses include sites for large scale industrial campuses, technological parks, distribution centers and warehousing, food processing and related industries, and higher intensity industrial manufacturing uses. The E2 areas provide sites for businesses that require large acreages of land.



### **MIXED-USE (MU)**

12.1 to 45 Dwelling Units per Acre  
0.2:1 to 1.5:1 Floor Area Ratio (FAR)

The Mixed-use (MU) land use designation encompasses an area of 164.0 acres, representing 2.2 percent of the total Plan area. This land use designation provides for residential development at densities ranging from 12.1 to 45 dwelling units per acre (du/ac), as well as non-residential development within a FAR range of 0.2:1 to 1.5:1. MU parcels account for 599 multi-family dwelling units in the Plan area (see Table 3.4).

The MU land use designation is applied to portions of Sutter Pointe's Town Center, located adjacent to SR 99/70 and Riego Road. It requires both vertical and horizontal mixing of commercial, residential, office, and civic uses within the Town Center to support a pedestrian-oriented urban

core. The MU designation will also provide for a future civic center as the Town Center's primary anchor. When the Plan area is incorporated as a city in the future, this strategic location will serve as the seat of the future government.

The MU designation is also proposed for a portion of the West Activity Center located west of SR 99/70. A PD Plan must be completed for this area prior to submission of TSMs, identifying a comprehensive development strategy for the mixed-uses, and providing standards for buffering from adjacent industrial uses, provision of community services, and setbacks from SR 99/70 to minimize noise and improve air quality.

Refer to Table 3.5 for the proposed distribution of MU units to various land parcels. Additional description of the mixed-use Town Center is provided in Section 3.1.

### **INDUSTRIAL DRAINAGE BASINS (IDB)**

The Industrial Drainage Basin (IDB) land use designation encompasses an area of approximately 415 acres, representing 5.5 percent of the Plan area. IDB designations will primarily serve the drainage needs of neighboring E1 and E2 land uses.



### 3.2.3 COMMUNITY FACILITIES

The Sutter Pointe Specific Plan incorporates approximately 1,001 acres of community facilities, including parks, open space, schools, transit, and other quasi-public uses. These uses are geographically dispersed to support residents, employees, and visitors. Exhibit 3.7 illustrates the locations of these uses. Additional information regarding parks and open space is provided in Chapter 4, Parks and Open Space. Information regarding proposed community facilities is provided in Chapter 8, Community Facilities and Services.

**Objective 3.2-4:** Provide for the development of community services and amenities by the public and private sectors to serve the community.

**Policy 3.2-17:** Designate sites for public and community facilities, such as parks, schools, fire stations, civic center, transit centers, gymnasiums, libraries, and performing arts centers.

**Policy 3.2-18:** Designate sites for parks and schools to be located adjacent to each other and within residential areas to allow for joint use of park facilities accessible to local residents.

**Policy 3.2-19:** Ensure that community facilities are located in conjunction with school sites, such as gymnasiums, performing arts centers, and aquatic centers, and developed as joint-use facilities to further encourage community involvement and participation, and serve as a central and unifying core of the residential villages.

**Policy 3.2-20:** Development standards for parks and open spaces will be established within a Parks and Open Space Master Plan, to be completed prior to filing of the first tentative subdivision map.

**Policy 3.2-21:** An interconnected system of parks and open space will be created and developed with a variety of park uses and sizes to meet the recreation needs of different users.



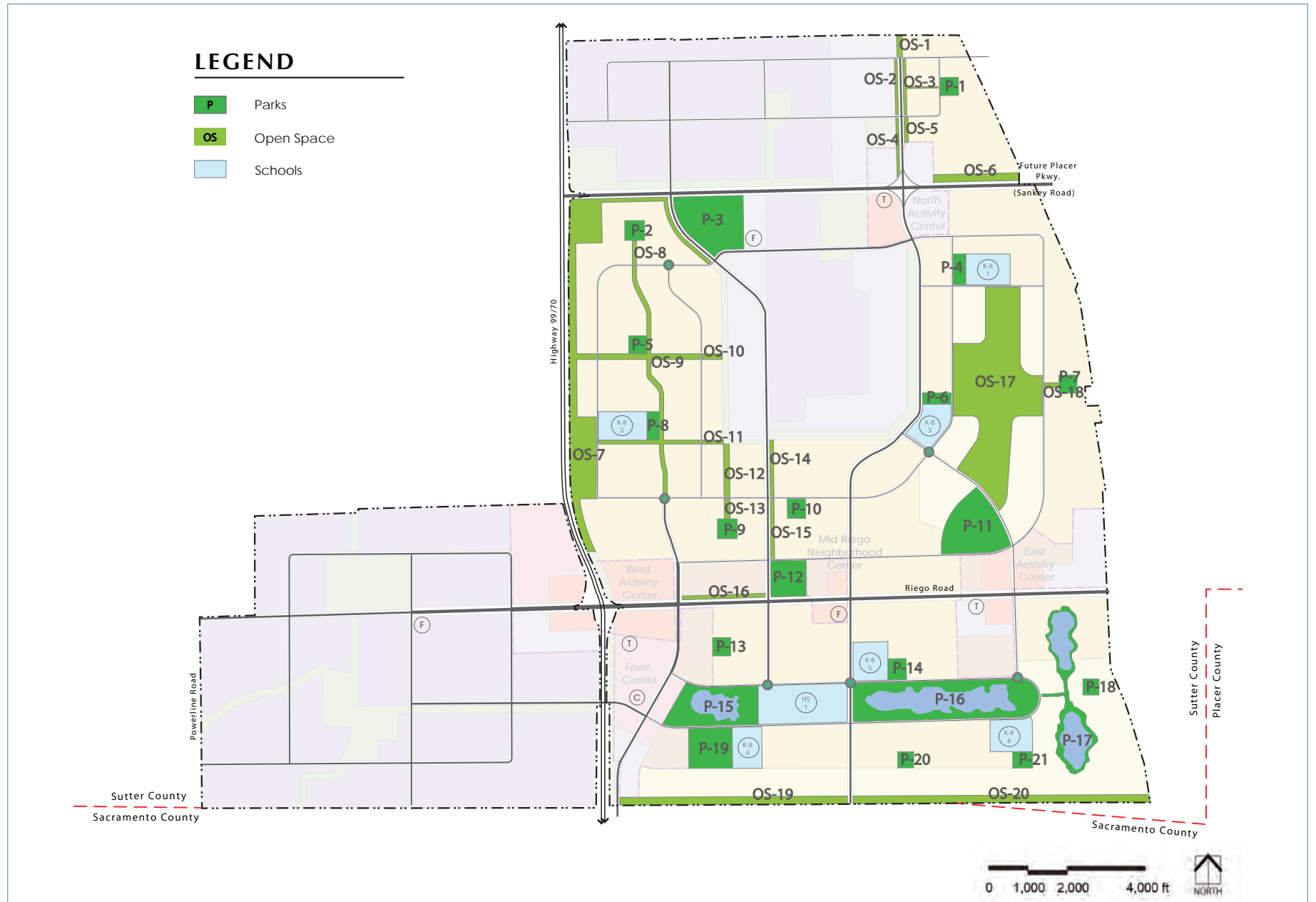


Exhibit 3.7: Community Facilities Designations

**PARKS (P)**

The Parks (P) land use designation encompasses approximately 432 acres (including lakes), representing 5.7 percent of the Plan area. This designation provides for active and passive recreation uses in regional, community and lakeshore, and neighborhood parks located in all three residential villages. Uses include sports fields and recreational facilities as well as community buildings. No density or intensity standard is established for the Parks land use.

**Regional Parks**

Sutter Pointe includes two regional parks totaling approximately 97 acres. One regional park is located south of Sankey Road (future Placer Parkway) within the Greenbelt Village and will be designed to feature active sports, including multiple baseball and soccer fields with nighttime lighting, providing regional recreation facility needs. The second regional park is located north of the East Activity Center within the Recreational Village. A portion of this park will feature active sports facilities with lighting, parking, and restrooms. The remainder of the park will support regional needs other than for organized sports, including facilities as multi-purpose practice fields, additional soccer fields, dog parks, and room for unstructured play and hobbies.

**Community and Lakeshore Community Parks**

The Plan area has two community parks and three lakeshore community parks that range from approximately 14 to 27 acres and serve several neighborhoods for formal organized sports and recreation facilities of a more permanent nature than might be found in a neighborhood park, but may be at a smaller scale than what would be developed in a regional park. In addition to facilities for organized sports, these parks would also be designed to accommodate facilities such as picnic areas, shade structures, barbecue grills, and play structures. Parking and restrooms would be provided in these parks, and they may have lighted fields.

**Neighborhood Parks**

Fourteen neighborhood parks are distributed throughout the Plan area, ranging in size from 4 to 6 acres. Five neighborhood parks adjoin school sites as a shared or joint-use facility to provide day-to-day recreational amenities to residents. Neighborhood park facility improvements typically include tot lots, playground equipment, informal turf play and family areas, multi-purpose courts, picnic areas, and other structured and unstructured recreation areas.



### **OPEN SPACE (OS)**

The Open Space (OS) land use designation encompasses approximately 395 acres, and comprises 5.2 percent of the Plan area. The OS designation provides for recreation uses within corridors, buffer areas, greenbelts, drainage basins and channels, and a network of trails and pathways. Specific siting of trail facilities will be set forth in the Parks and Open Space Master Plan and before each tentative subdivision map approval.

The proposed Recreational Village will include a central open space area of 166 acres. If developed, it may contain an 18-hole golf course, or other similar recreational facilities, to complement the public system of parks and trails. If left undeveloped, this area will be kept in an unimproved state, suitable for trails and other passive recreation uses. The planned future use of this area shall be determined within the Parks and Open Space Master Plan.

### **SCHOOLS**

The two school land use designations encompass approximately 175 acres, or 2.3 percent of the Plan area. Sutter Pointe provides for six K-8 schools and one high school. No density or intensity requirements have been specified for schools.

#### ***K-8 Schools (K-8)***

Six K-8 School sites have been designated on the land use plan, located within the residential villages to support the concept of neighborhood schools. The K-8 school sites are estimated to be approximately twenty acres each, representing 1.6 percent of the Plan area. Each school is located adjacent to a public park to provide for joint use of appropriate facilities, such as gymnasiums and performing arts centers.



#### ***High School (HS)***

One High School (HS) campus site has been designated in the southern portion of the Plan area, within the Traditional Village. The HS site is approximately 53 acres in size, representing 0.7 percent of the Plan area. It is located adjacent to recreational amenities offered within community parks bordering it to the east and west. The approximately 2,000 student campus will take advantage of its location between these parks by offering a multitude of community-use facilities. The high school's ball fields, gymnasiums, aquatic center, and performing arts center are intended to be joint-use facilities.



**3.2.4 OTHER COMMUNITY FACILITIES**

In addition to facilities such as schools and parks, which have identified locations on the land use map, additional community facilities will be required to support urban development in the Plan area. The following additional community facilities are proposed. Actual sites, sizes, or orientation of these facilities will be identified within a County Facilities Master Plan to be completed prior to or concurrent with filing of the first tentative subdivision map for Sutter Pointe. Proposed locations for the transit centers, civic center, and fire stations are identified on the land use plan (see Figure 3.4). Policies and service levels for these additional community facilities are provided in Chapter 8, Community Facilities and Services. Policies and service levels for the transit centers are provided in Chapter 6, Transportation and Circulation, and in the Conceptual Transit Plan (Appendix H).

**LIBRARY**

Approximately 24,000 square feet of library space are proposed within a new Community Library. The proposed high school will provide a 12,000 square foot library/media facility with the Community Library co-located at the site to provide an additional 12,000 square feet of space to the joint-use library facility. As an alternative, the Community Library may be located within the mixed-use Town Center, or within the West or East Activity Centers, or the Mid Riego Neighborhood Center.

**CIVIC CENTER**

A new government center for operations will also support Sutter Pointe. A civic center facility of approximately 79,000 square feet of building is planned to be located within the Town Center to accommodate City government offices.

**TRANSIT CENTER**

The Sutter Pointe Specific Plan provides sites for transit centers supporting future transit service. Transit centers with park-and-ride facilities are proposed within the Town Center, North Activity Center, and East Activity Center. Additional information is provided in the Conceptual Transit Plan (Appendix H).

**FIRE STATION**

Three fire stations are planned to serve Sutter Pointe. One will be located adjacent to the Mid Riego Neighborhood Center, one within the North Employment Village, and one within the South Employment Village. A total of approximately 32,050 square feet of facility space is planned between these three stations, including 8,000 square feet of support facilities. An additional 5.0 acres of land dedicated to training facilities will be provided.



### ***LAW ENFORCEMENT***

Approximately 24,000 square feet of law enforcement facilities are proposed within the civic center, including space to support at least 52 uniformed personnel, 29 support staff members, and 45 marked vehicles.

### ***CORPORATION YARD***

A Corporation Yard of approximately 4.7 acres is planned to be located within an E1 or E2 area west of SR 99/70 near the proposed water treatment plant facilities.

### ***WATER TREATMENT PLANTS***

To provide drinking water for Sutter Pointe's future residents, two groundwater treatment plants and a surface water treatment plant will be constructed on-site. Construction of these plants will be phased with the development of the Plan area.

### ***ELECTRICITY SUBSTATION***

Pacific Gas and Electric Company (PG&E) is the local electricity provider for the site and surrounding areas. An electricity substation is proposed on-site to serve the Sutter Pointe community.

### ***NATURAL GAS***

PG&E is also the local natural gas provider and will extend service west from Roseville to the Plan area.

### ***COMMUNICATIONS***

AT&T is the local telephone service provider. It currently does not have the capability to support urban development on-site. A nearby existing facility will be upgraded to extend fiber optics, wire telephone, and other digital services to the Plan area.

### ***CABLE TELEVISION***

Comcast is the local cable television provider, and does not have any facilities within the Plan area. Cable services for Sutter Pointe will be extended from a nearby facility and a hub station will be constructed on-site.

### 3.3 URBAN/AGRICULTURAL INTERFACE

As the Plan area is built out, urban uses, including residential, commercial, and industrial uses, will be placed in close proximity to existing and future agricultural uses. Agricultural-urban interfaces generally result in the potential for conflicts between agricultural practices and adjacent landowners. Agricultural operations may create risks and nuisances for urban residences and businesses. Conversely, urban land uses and the associated population create operational difficulties for agriculture.

Efforts by future urban residents to reduce potential risks and nuisances posed by the nearby agricultural operations could result in increased operational costs, moving specific operations, and even potential conversion of nearby lands into non-agricultural uses. The Specific Plan includes policies and objectives to ensure continued productive agricultural operations are possible even in close proximity to the Plan area.

**Objective 3.3-1:** *Ensure that urban land uses and construction activities in the Plan area do not prevent productive agricultural use of adjacent and nearby properties.*

**Policy 3.3.1:** *Provide a buffer zone of at least 150 feet between the edge of residential development and adjacent agricultural lands. Provide a buffer zone consistent with Sutter County standards between the edge of commercial or industrial development and adjacent agricultural lands. Buffers shall be provided on the Sutter Pointe side of the interface. Sutter County considers industrial and some commercial uses to be compatible with adjacent agricultural operations. Roads, greenbelts, and similar facilities can function as these buffers.*

**Policy 3.3.2:** *Provide an Agricultural Operations Disclosure to all prospective residents and tenants of parcels which adjoin the agricultural buffer or agricultural operations. This disclosure is mandated by the County's Right-to-Farm ordinance.*

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CHAPTER 4:  
Parks and Open Space





The public open space system in Sutter Pointe includes recreation areas located within parks, on trails, around lakes, and in stormwater retention areas. The parks and open spaces are designed to not only provide recreation facilities, but also to act as transition zones and buffers between employment and residential villages.

**Objective 4.1-1:** *Provide high-quality parks, open spaces, and recreational amenities to encourage healthy lifestyles for residents, employees, and visitors of Sutter Pointe.*

Sutter Pointe is designed to provide a full range of parks and recreation activities. The Plan area is envisioned to be incorporated as a full-service city at the earliest feasible time in the future. Sutter Pointe will offer recreation facilities to meet the expected needs and desires of residents and employees. These facilities will provide for developed parkland to accommodate formal organized play and informal recreation, ranging from trails and recreation centers to greenbelts, open spaces, and lakes.

Encouraging recreation and a healthy lifestyle are integral objectives of the physical land use plan. Sidewalks and trails unite parks and open spaces with surrounding neighborhoods and employment centers. The plan allows for multiple uses for drainage areas, lakes, and trails. A Parks and Open Space Master Plan detailing specific park designs, features, and functions will be prepared subsequent to the Specific Plan, but prior to or concurrent with filing of the first tentative subdivision map. This plan will be the primary implementation tool for park policies within the Specific Plan.

Park and recreation service levels presented in this section correspond to the buildout condition of the Sutter Pointe community. Service levels to be provided as the community develops incrementally may vary from these levels, as described in the Urban Services Plan and Development Agreement that accompany the Specific Plan.

**4.1 PARKS AND OPEN SPACE REQUIREMENTS**

**4.1.1 QUIMBY ACT**

The Quimby Act (California Government Code Section 66477) was established by the California legislature in 1965 to preserve open space and parkland in the rapidly urbanizing areas of the State. This legislation was in response to California’s increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California’s growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

The Quimby Act provides two standards for the dedication of parks. If the existing park acreage in a community is greater than 3 acres per 1,000 persons, then the community may require dedication based on a standard of up to 5 acres per 1,000 persons residing in the subdivision. If the existing park acreage in a community is less than 3 acres per 1,000 persons, then the community may require dedication based on a standard of only 3 acres per 1,000 persons residing in the subdivision. The Quimby Act requires a city or county to adopt standards for recreation facilities in its general plan if it is to adopt a parkland dedication/fee ordinance.

**4.1.2 SUTTER COUNTY PARK AND RECREATION REQUIREMENTS**

Pursuant to the County’s General Plan, the County standards for parks and open space in the Plan area are established with adoption of this Specific Plan (Policy 4.1-2). The minimum parkland standards required by the Sutter Pointe Specific Plan are 5.0 acres per 1,000 residents of parks, including regional, community, and neighborhood parks, and 10.0 acres per 1,000 residents of total parkland and open space which, in addition to the preceding parks, may also include greenbelts, pedestrian and bicycle trails, lakes, basins, golf courses, open space buffers, and other similar features.

The Sutter Pointe Specific Plan provides recreation facilities, parkland, and open space that exceed both the State maximum Quimby Act levels and the minimum standards established in this plan.

Before accounting for the planned senior housing, the 17,500 planned residential units at Sutter Pointe would generate an estimated population of 46,818. This estimate assumes household sizes of 2.3 persons per household in high-density and mixed-use areas, 2.77 persons per household

in medium-density areas, and 2.93 persons per household in low-density residential areas, for an average household size of about 2.68 residents per household.

However, Sutter Pointe also includes 3,000 planned senior housing units, with an estimated average household size of 1.8 persons per household. For the purposes of park demand estimation, these 3,000 senior housing units have been allocated proportionally across the different residential land use categories (low, medium, and high density, and mixed-use), resulting in a lower estimated population of 44,192.

The standard of 10.0 acres per 1,000 residents of total parkland and open space would require a total of 442 acres of parks, greenbelts, bicycle and pedestrian trails, lakes, basins, golf courses, open space buffers and other similar features in the Plan area. Of that amount, a minimum of 5.0 acres per 1,000 residents, or 221.0 acres, would be required for neighborhood, community, and regional parks. Exhibit 4.1 identifies locations within the Plan area that are designated for Park or Open Space use.

**Policy 4.1-1:** Establish sites for regional, community, and neighborhood parks to meet the active recreation needs of Sutter Pointe residents and visitors.

**Policy 4.1-2:** Establish a parks standard that requires a minimum of 5.0 acres per 1,000 residents of parks, including regional, community, and neighborhood parks, and 10 acres per 1,000 residents of total parkland and open space which, in addition to the preceding parks, may also include greenbelts, pedestrian and bicycle trails, lakes, basins, golf courses, open space buffers, and other similar features.

**SERVICE LEVELS:**

Exhibit 4.2 shows the locations of parks, identified by function as regional, community, and neighborhood parks, as well as schools with joint-use facilities. A more detailed discussion of the types of parks is discussed in Section 4.2, but generally, a full range of parks will be developed for residents of all ages that provide facilities for sports and active play, open turf areas that can accommodate less formal activities and encourage free play, and lakeside parks with landscaped amenities for walking, jogging and more passive use. Pursuant to the County’s General Plan (Policy 3.H-6), school facilities at Sutter Pointe are located and designed to support joint use of outdoor and indoor recreation facilities such as athletic fields, gymnasiums, and play equipment. Approximately 40.0 acres of joint-use recreation facilities at schools will be used to supplement and enhance Sutter Pointe’s proposed parks and open space areas, although these areas are not included in the parkland calculations.

A total of 271.5 acres of neighborhood, community and regional parks are provided in Sutter Pointe, resulting in a service level of approximately 6.14 acres per 1,000 residents (or 5.8 acres before accounting for planned senior housing), which exceeds the minimum standard of 5.0 acres per 1,000 residents.

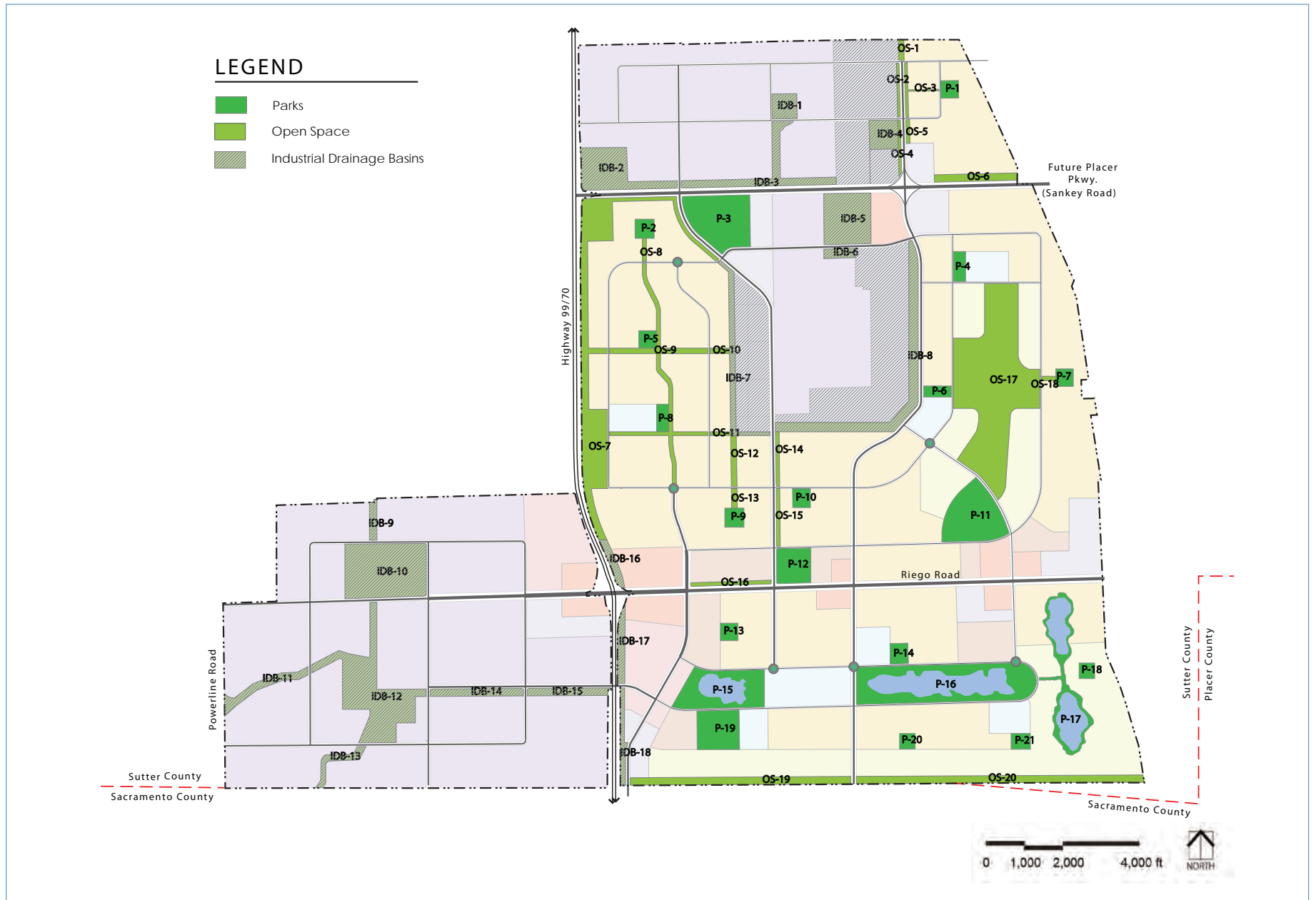


Exhibit 4.1: Parks and Open Space Designations

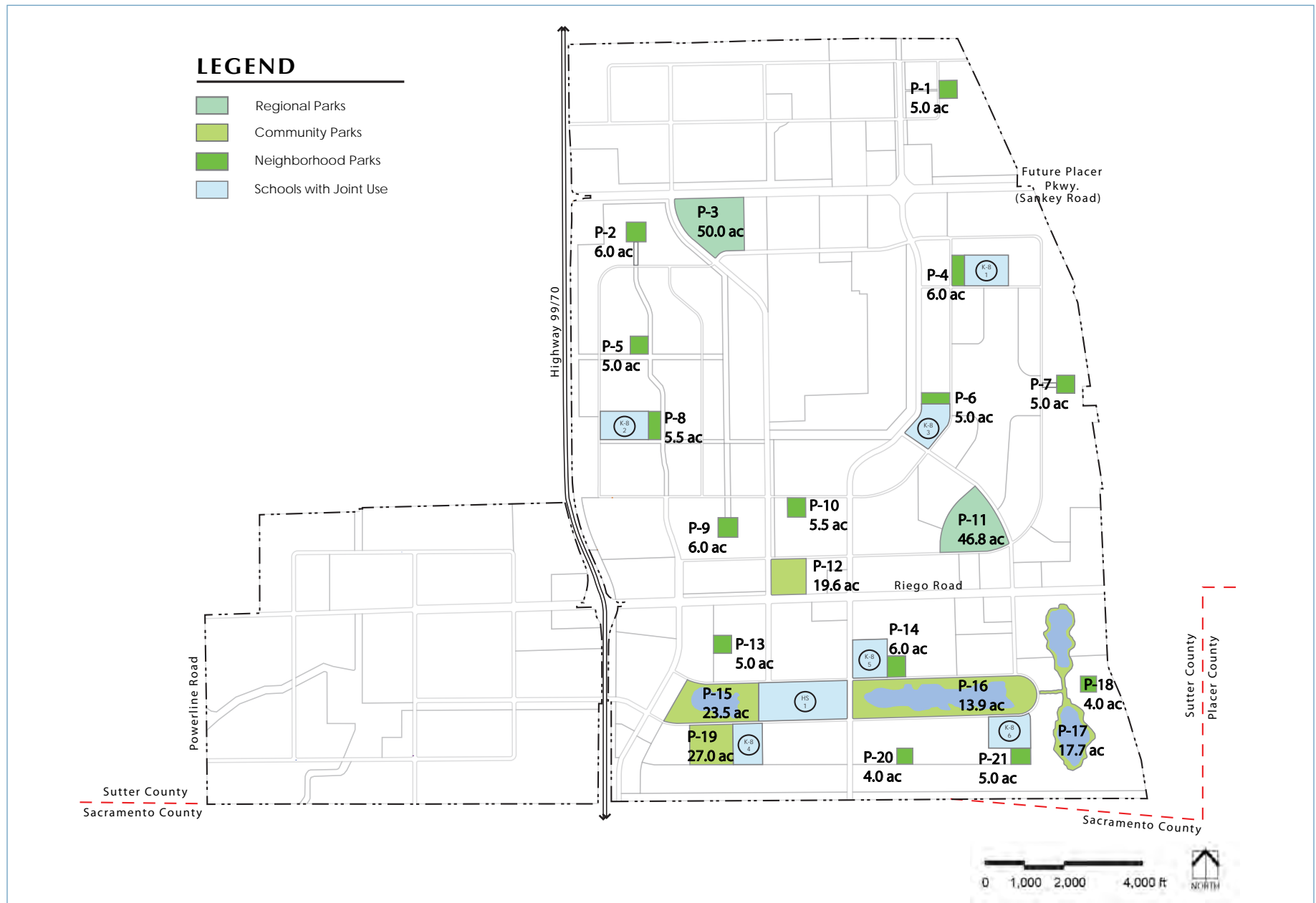


Exhibit 4.2: Developed Parks

The Specific Plan includes an additional 554.8 acres of planned open space, trails, and lake areas that will provide sufficient additional acreage to exceed the 10 acres per 1,000 residents standard for total parkland and open space. The plan includes approximately 160.3 acres of lakes and 394.5 acres of land designated for open space, including a 166.4-acre open space area that may support a future golf course. The remaining 228.1 acres of open space consists of drainage basins and channels, greenbelts and trail corridors, and open space buffers. Of the total 554.8 acres of open space and lakes, only approximately 144.0 acres will be available for use as drainage basins. Exhibit 4.3 shows the proposed open space and lake areas.

Table 4.1 summarizes how the standards for parks and open space will be met in the plan area. Table 4.2 summarizes the acreage and type of each proposed park and open space parcel.

**TABLE 4.1: PARKS AND OPEN SPACE SUMMARY**

Type	Acres Provided	Standard	Acres Required <sup>1</sup>
Regional Parks	96.8		
Community Parks, including Lakeshore Parks	101.7		
Neighborhood Parks	73.0		
<b>Total Parks</b>	<b>271.5</b>	<b>5.0 ac/1,000</b>	<b>221.0 acres</b>
Golf Course/Open Space (Parcel OS-17)	166.4		
Open Space (greenbelts, trails, buffers, and basins)	228.1		
Lakes	160.3		
<b>Total Open Space</b>	<b>554.8</b>		
<b>TOTAL PARKS AND OPEN SPACE</b>	<b>826.3</b>	<b>10.0 ac/1,000</b>	<b>442.0 acres</b>

1. If the household size for Sutter Pointe’s 3,000 senior units is assumed to be 1.8 persons per household, then the resulting total population at buildout would be approximately 44,192 rather than 46,818.

**TABLE 4.2: PARK AND OPEN SPACE PARCELS**

Regional Sports Park (50.0 ac)	
Description	Regional sports park. Intended to feature such facilities as lighted sports fields for league play with parking and restrooms.
Parcel (acres)	P-3 (50.0)
Regional Multi-Use Park (46.8 ac)	
Description	Regional multi-use park. Includes approximately 20.0 acres developed for active sports facilities with lighting, parking, and restrooms. Also includes approximately 27.0 acres of additional park area to support regional needs other than for organized sports. May include such facilities as multi-purpose practice fields, additional soccer fields, dog parks, and room for unstructured play and hobbies.
Parcel (acres)	P-11 (46.8)
Active Community Parks (46.6 ac)	
Description	Community facilities for organized sports and other recreation. More substantial facilities than might be typical of neighborhood parks, but at a smaller scale than the regional parks. Facilities may also include picnic areas, shade structures, BBQ grills, play structures or other similar features. May include lighting, parking, and restrooms.
Parcels (acres)	P-12 (19.6), P-19 (27.0)
Lakeshore Community Parks (55.1 ac)	
Description	High amenity trail and landscaped areas for passive recreation. Excludes lake/detention basin acreage (which is counted as open space below).
Parcels (acres)	P-15 (23.5), P-16 (13.9), P-17 (17.7)
Joint Use Neighborhood Parks (27.5 ac)	
Description	Open turf areas with leveled fields to support organized sports and unstructured play. May include minor facilities such as backstops, soccer goals and picnic furniture. Enhanced with joint use of play structures, hard courts, track and gymnasium facilities located on adjacent K-8 school site.
Parcels (acres)	P-4 (6.0), P-6 (5.0), P-8 (5.5), P-14 (6.0), P-21 (5.0).

**TABLE 4.2: PARK AND OPEN SPACE PARCELS (CONTINUED)**

Stand Alone Neighborhood Parks (45.5 ac)	
Description	Open turf areas with leveled fields to support organized sports and unstructured play. May include stand alone play structures and hard courts in addition to minor facilities such as backstops, soccer goals and picnic furniture.
Parcels (acres)	P-1 (5.0), P-2 (6.0), P-5 (5.0), P-7 (5.0), P-9 (6.0), P-10 (5.5), P-13 (5.0), P-18 (4.0), P-20 (4.0).
Potential Golf Course / Central Community Open Space Feature (166.4 ac)	
Description	Potential golf course site. If not developed as golf course, it will be developed as central open space feature for the surrounding neighborhood. Future use of this site will be established in the Parks and Open Space Master Plan.
Parcel (acres)	OS-17 (166.4)
Lakes (160.3 ac)	
Description	Features lake amenities. May also serve detention functions. Does not include upland lakeside park portion of parcels, which are counted in park acreage above.
Parcels (acres)	P-15 (28.1), P-16 (93.9), P-17 (38.3)
Open Space (228.1)	
Description	Includes open space features such as greenbelts, trails, buffers, and basins.
Parcels (acres)	OS-1 (1.8), OS-2 (2.3), OS-3 (3.3), OS-4 (2.4), OS-5 (1.5), OS-6 (10.0), OS-7 (92.3), OS-8 (1.5), OS-9 (30.0), OS-10 (1.7), OS-11 (1.3), OS-12 (4.7), OS-13 (1.8), OS-14 (3.3), OS-15 (3.5), OS-16 (4.9), OS-18 (1.0), OS-19 (27.1), OS-20 (34.0).

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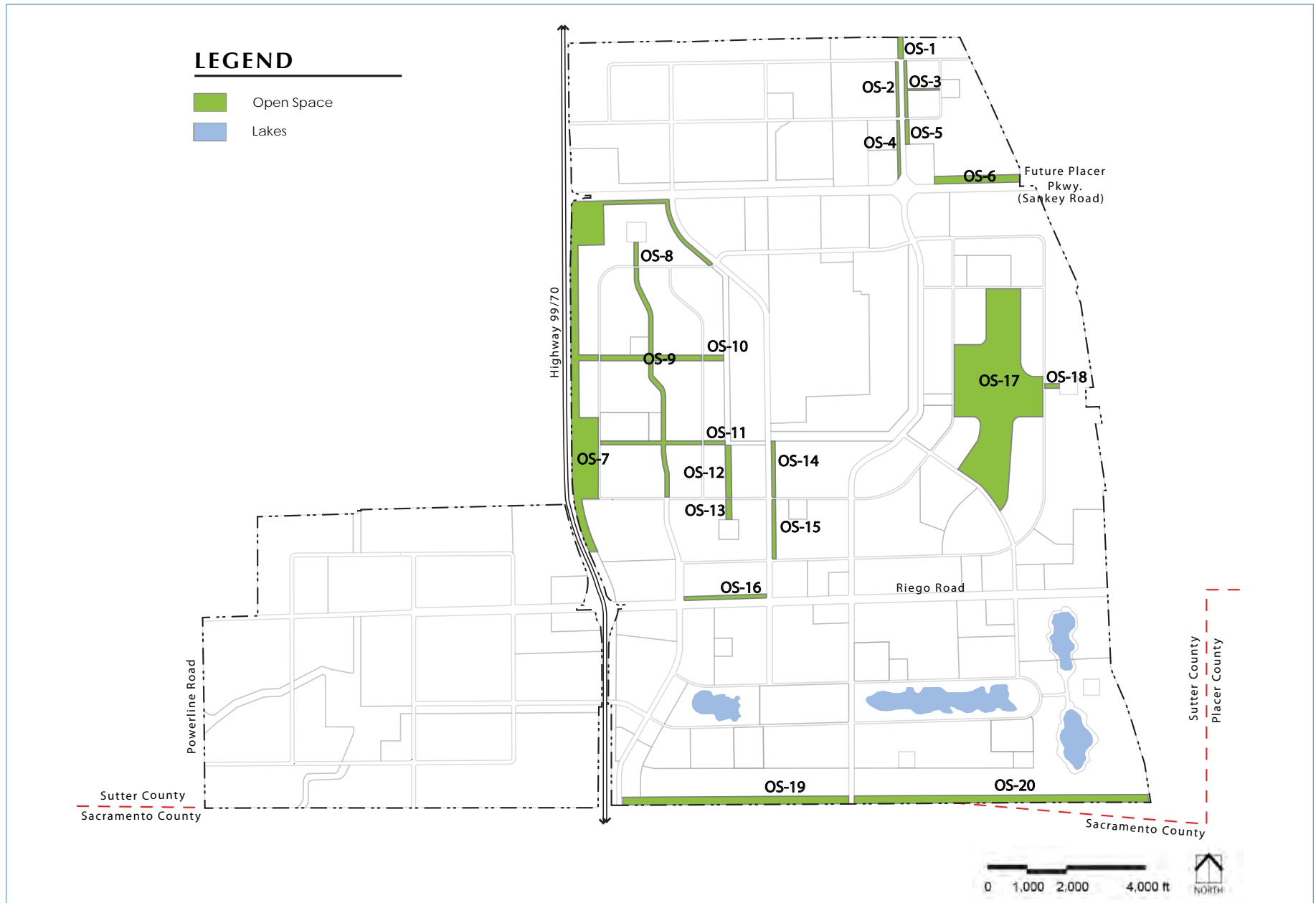


Exhibit 4.3: Open Space and Lakes

### 4.1.3 PARKS AND OPEN SPACE MASTER PLAN

**Policy 4.1-3:** *Develop a Parks and Open Space Master Plan to provide site plans and implementation strategies for parks and open space facilities in Sutter Pointe.*

Prior to or concurrent with filing of the first tentative subdivision map, a Parks and Open Space Master Plan will be prepared. This master plan must be approved by the County Board of Supervisors. The master plan will be the primary implementation tool for park and open space policies of the Specific Plan.

The Parks and Open Space Master Plan will establish:

- Specific recreation facilities to be provided, broken down to the level of individual neighborhood, community, and regional parks and open space;
- Specifications and design criteria for recreation facilities, including park and trail facilities;
- Configuration of the trails, greenbelts, lakes, and natural resource uses in Park and Open Space designated areas;
- Future use of land parcel OS-17 as either a golf course or passive open space;
- Proposed facilities for each park, consistent with the financing plan for park construction and maintenance;
- Guidance for the CSA or CSD which will operate and maintain the park, recreation, open space, and trail facilities; and
- Guidance for compliance with parkland dedication requirements, including payment of in-lieu fees.

The School Facilities Master Plan shall address provision, timing, and access to joint-use facilities.

## 4.2 PARKS

Sutter Pointe provides recreation opportunities for residents of all ages and abilities. The following sections describe planned locations and features for each type of park proposed within the Plan area.

**Policy 4.2-1:** Provide high-quality parks, open space, and recreation areas sufficient to serve Sutter Pointe residents.

**Policy 4.2-2:** Provide parks that are interspersed with lakes, trails, civic facilities, places of worship, and local retail and service uses.

**Policy 4.2-3:** Parks should be designed as integral components of neighborhoods, and not as odd or remnant spaces.

**Policy 4.2-4:** Provide high-quality recreation facilities throughout the Plan area.

**Policy 4.2-5:** Schematic park designs illustrating facility locations shall be provided in the Parks and Open Space Master Plan, and finalized in tentative subdivision maps.

Parks in the Plan area are designed to provide recreation facilities and large open turf areas. In addition to park areas, Sutter Pointe’s green belts, trails, buffers and drainage areas provide open spaces that support passive recreation, and habitat for wildlife in addition to their primary function. The combination of open space amenities and parks is intended to provide a balance of recreational opportunities for all residents.

The Parks and Open Space Master Plan will determine which facilities are placed in each park, consistent with the Finance Plan and the design intent identified for each park type in the following pages.



### 4.2.1 REGIONAL PARKS

**Policy 4.2-6:** Provide regional parks that serve both the residents of Sutter Pointe and the region.

**Policy 4.2-7:** Uses and facilities within regional parks shall complement surrounding land uses.

The plan provides two regional parks totaling approximately 97 acres. One regional park, approximately 47 acres in size, is located north of the East Activity Center within the Recreation Village. A second 50-acre regional park is located south of Sankey Road within the Greenbelt Village. The Recreation Village regional park will be developed with approximately 27 acres of open turf areas with leveled fields for organized sporting use, such as soccer, flag football, field hockey, and other uses. The field areas could also be used for such activities as free play, kite flying, and multi-purpose practice fields for sports. This 27 acre portion of the park area could also be developed with picnic areas, barbecues, backstops, soccer goals and turf areas that could accommodate a dog park. The remaining 20-acre portion of the park is designed to feature active sports, including multiple baseball and soccer fields, catering to regional recreation facility needs. Recreation fields in this park will have nighttime lighting and facilities for organized league play.

The 50-acre Greenbelt Village regional park is designed as a regional sports park with facilities and amenities for active sports on the entire site, consistent with the 20-acre portion of the Recreation Village regional park discussed above. Both parks would have bathroom facilities and parking.

Regional park facilities to be provided will be specifically defined within the Parks and Open Space Master Plan.



4.2.2 COMMUNITY PARKS AND LAKESHORE COMMUNITY PARKS

**Policy 4.2-8:** Provide community parks that serve the residents of Sutter Pointe.

**Policy 4.2-9:** Uses and facilities in community parks shall complement surrounding land uses.

**Policy 4.2-10:** Community parks shall be designed using different themes, uses, and landscape treatments to encourage variety and character. Lakeshore parks shall be designed to highlight the visual resources provided by the lakes.

The plan provides two community parks and three lakeshore community parks, totaling approximately 102 acres. These parks will be designed to serve project residents, featuring recreation areas, lakes, and park-themed local commercial uses.

A 20-acre community park is located on the north side of Riego Road within the Greenbelt Village, and a 27-acre community park is located east of the Town Center in the Traditional Village. These two parks will be developed for formal organized sports and recreation facilities of a more permanent nature than might be found in a neighborhood park, but may be at a smaller scale than what would be developed in a regional park. In addition to facilities for organized sports, community parks would also be designed to accommodate facilities such as picnic areas, shade structures, barbecue grills, and play structures. Parking and restrooms would be provided in community parks and they may have lighted fields.

Two Lakeshore community parks extend eastward from the Town Center, forming a Great Park surrounding a series of lakes. The westernmost

park, extending east of the Town Center, is intended to provide a focal point for residences and visitors to appreciate the lake amenity and recreate. The proposed High School, designed with multiple joint-use facilities, connects the western most lakeshore park with a lakeshore park located further east, which is designed as a stormwater detention facility, but will also provide for a high amenity trail and walkway areas that will encircle the entire Great Park. A third lakeshore park is located further east and will be designed with areas for walking and open turf areas for informal free play. The lakeshore community parks total approximately 55.0 acres, excluding all areas likely to be inundated by permanent or storm-event detention.

Facilities to be provided with the community and lakeshore parks will be specifically defined with the Parks and Open Space Master Plan.



4.2.3 NEIGHBORHOOD PARKS

**Policy 4.2-11:** *Locate neighborhood parks adjacent to schools and establish joint use of park and school sites.*

**Policy 4.2-12:** *Provide neighborhood parks and improvements which satisfy park dedication requirements and meet the recreational needs of local residents.*

**Policy 4.2-13:** *Neighborhood parks shall be sited to maximize their visibility along streets, thereby enhancing the public space and neighborhood character.*

**Policy 4.2-14:** *Neighborhood parks shall generally have street frontages on all sides except those abutting open spaces, drainage channels, school sites, and public spaces. Streets abutting a neighborhood park shall be residential rights-of-way, with no more than one street being a collector street.*

**Policy 4.2-15:** *Neighborhood parks shall be designed with different themes, uses, and landscape treatments in order to encourage variety and character.*

**Policy 4.2-16:** *Neighborhood park boundaries may be adjusted upon submission of Tentative Subdivision Maps, provided the neighborhood park siting criteria in the Sutter Pointe Design Guidelines (Appendix A) are met.*

Sutter Pointe features 14 neighborhood parks dispersed throughout the Plan area, all sited to serve the local needs of residents. These neighborhood parks range in size from 4 to 6 acres for a total of 73 acres. All park sites are designed to support a variety of recreational programs addressing the needs of the surrounding residential communities.

Five neighborhood park sites are located adjacent to school sites, which are dispersed to serve the local residential communities. The purpose of co-located neighborhood park and school sites is to maximize the opportunity for joint use with school recreational amenities and facilities, which effectively enhances the recreational opportunities available to both the public and the school. Neighborhood parks located adjacent to school sites are intended to be developed with open turf areas with leveled fields for organized sporting use, such as soccer, flag football, and field hockey. The field areas could also be used for free play, kite flying, and as practice fields for sports. These

park sites may also be developed with minor facilities such as a backstop, volleyball designated areas, picnic areas/furniture and barbecue areas. The school sites in Sutter Pointe have been sized to accommodate additional recreation facilities that can serve the local community, including the ability to accommodate a track, large gymnasium, theater, and other recreational facilities that may typically be found at school sites. Through a joint use agreement and cooperative development and design with the local school district, both the school and the public will be able to take advantage of the facilities located on both sites during predetermined hours and circumstances. As an example, during school hours, schools may be able to use adjacent park sites for activities such as physical education and recess and during non-school hours, the public may be able to use the track, the gymnasium, hardcourt areas, and other facilities on school grounds for community recreation.



### 4.3 OPEN SPACE

Nine of the neighborhood park sites are “stand alone”, in that they are not located adjacent to a school with the opportunity for joint use. These parks are intended to be sited near the center of neighborhoods to serve the needs of the immediate surrounding residents. These park sites are designed to be developed with permanent facilities such as play structures for preschool and older children, shade and picnic table structures, barbecue grills, black top area(s) for basketball or other activities, and turf fields for structured and unstructured recreation.

More specific facilities to be provided will be defined within the Parks and Open Space Master Plan.

**Policy 4.3-1:** Provide greenbelts that support both active and passive recreation.

**Policy 4.3-2:** Greenbelts and open spaces should be accessible by residents, and linked by trails and community recreation features.

Open space and recreation greenbelt areas are provided as central amenities in the Greenbelt Village and adjoining the proposed lakes in the Traditional Village. These open spaces provide exceptional opportunities for active recreation, such as hiking, and passive recreation opportunities, such as vista points, picnic areas, and interpretive programs. The character of Sutter Pointe is based on, and enhanced by, the integration of the developed residential and employment areas with these undeveloped open spaces.



### 4.3.1 GOLF COURSE/RECREATIONAL OPEN SPACE

**Policy 4.3-3:** Provide a large open space area within the Recreational Village suitable for a variety of uses, including an 18-hole golf course.

**Policy 4.3-4:** Specific design features and functions, including alternative uses, shall be defined in the Parks and Open Space Master Plan, prior to tentative subdivision map approval.

The land use plan includes an open space area of approximately 166.0 acres located in the Recreational Village, which may feature an 18-hole golf course and/or other similarly-sized recreationally-themed use that serves as a community focal point among the residential neighborhoods. If left undeveloped, this area will be kept as open space, suitable for trails and other passive recreation uses. The planned future use of this area shall be determined within the Parks and Open Space Master Plan.

The Specific Plan does not include the golf course/recreational open space within the 6.14 acres per 1,000 service level (or 5.8 before accounting for senior housing units) for parks; however the area is counted towards the total parkland and open space standard of 10.0 acres per 1,000.



4.3.2 TRAILS NETWORK AND GREENBELTS

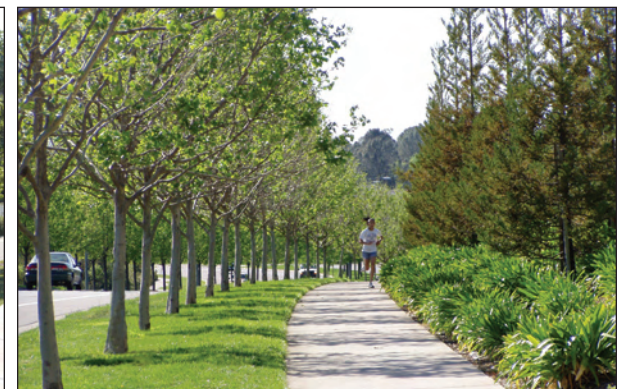
**Policy 4.3-5:** Provide an extensive system of pedestrian and bicycle trails that connect parks, schools, residential neighborhoods, and commercial and employment centers.

**Policy 4.3-6:** Provide a range of opportunities including both greenbelts and trails.

**Policy 4.3-7:** Bicycle trails shall be designed in accordance with County and Caltrans design standards.

A planned communitywide network of pedestrian, bicycle, and unimproved trails provides important linkages between land uses. When completed, the on-site trail system will provide access to any future regional trail system adjoining the Plan area. Specific siting of trail facilities will be set forth in the Parks and Open Space Master Plan, and each tentative subdivision map submittal will be required to conform to the provisions of that plan. The trails network works in tandem with the parks, open space, and drainage areas to provide both access and recreation opportunities throughout the site. Please refer to Chapter 5, Resource Conservation for additional information regarding open space buffers to be maintained between the Specific Plan area and adjacent agricultural lands.

The Specific Plan does not include the trails or greenbelts within the 6.14 acres per 1,000 service level (or 5.8 before accounting for senior housing units) for parks; however the area is counted towards the total parkland and open space standard of 10.0 acres per 1,000.



4.3.3 STORMWATER DETENTION BASINS AND CHANNELS

**Policy 4.3-8:** Provide for recreational use of stormwater detention facilities without disrupting the primary function of these facilities.

An extensive network of stormwater basins and channels is designated as Open Space within the Specific Plan. This system protects the development from flooding during storm events by conveying or storing stormwater flows. Additionally, stormwater detention basins and channels can provide a recreation resource. When not used to store or convey stormwater flows, these facilities may supplement the amount of land within the Plan area used for athletic fields, playgrounds, and bicycle and pedestrian trails. However, drainage basins and channels designated on the Land Use Plan as Industrial Drainage Basins are not planned for recreational or open space use, and are not discussed in this Chapter.

Exhibit 4.4 depicts a typical stormwater detention basin, which will be incorporated within the greenbelt system. Exhibit 4.5 depicts a typical stormwater conveyance lateral. Appropriate recreation activities for drainage areas are determined based upon accessibility and the frequency of storm events affecting the facilities.

The following guidelines direct the recreational use of stormwater basins and channels:

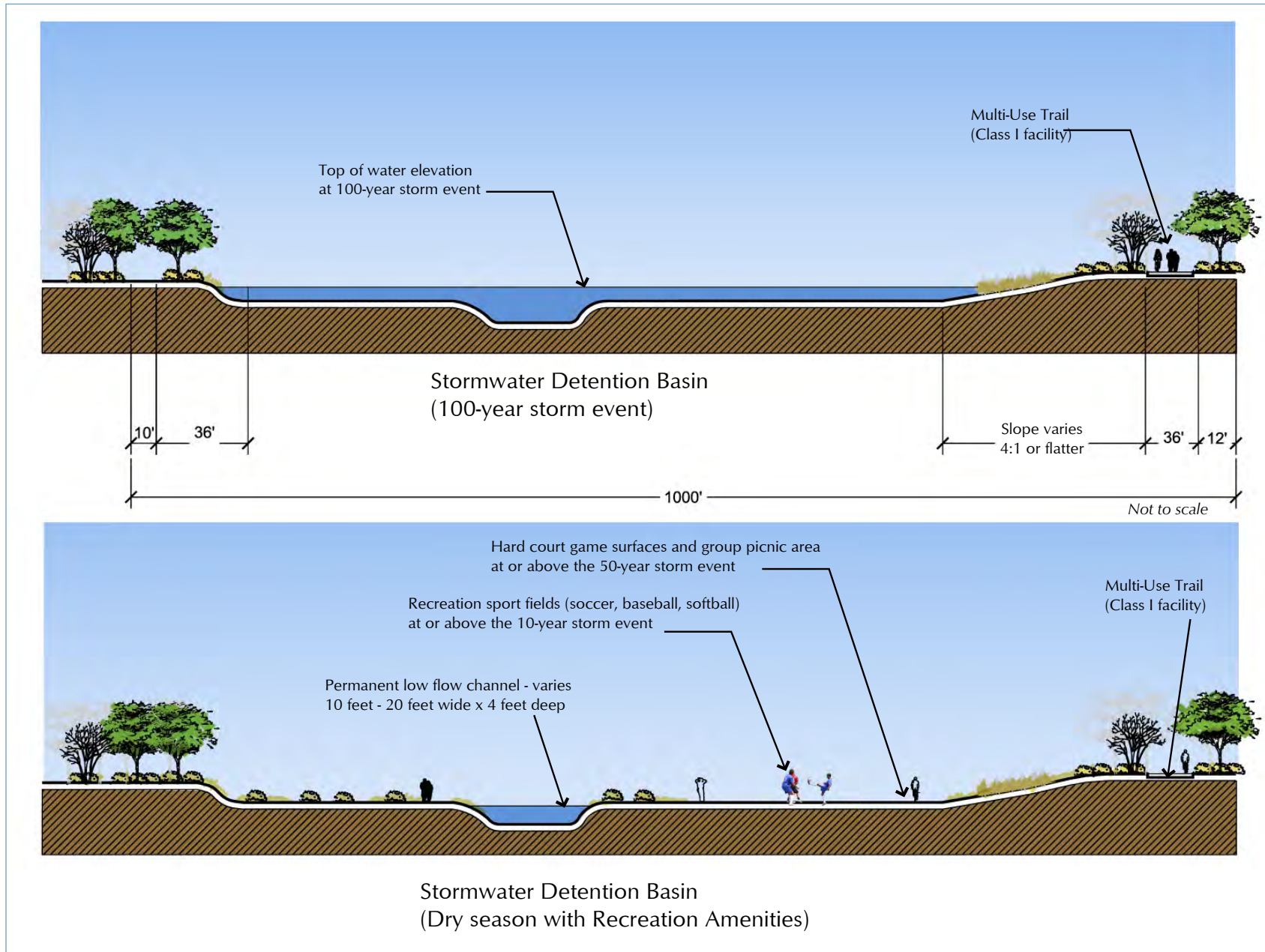
- Informal turf areas and passive vegetation zones may be placed within the average annual storm flood zone.
- Recreational sports fields (e.g. soccer, baseball, softball) shall be placed at or above the 10-year storm event.
- Hard court game surfaces and group picnic areas shall be placed at or above the 50-year storm event.
- Habitable structures, swimming pools, skate parks, children’s play grounds, and parking lots shall be placed at or above the 100-year storm event.
- Storm basins may be contoured to provide a natural look. The use of gently curving, variable contouring to establish design grades within a dual use detention basin is encouraged to provide for a more aesthetically interesting design.

The following guidelines further direct the design of stormwater detention basins:

- Side slopes of storm basins shall be 4:1 or flatter to facilitate the ease of mowing.
- Basin bottoms shall have a minimum cross-slope of 2 percent to allow for positive drainage.
- Contouring within the detention facilities is recommended to create internal elevation variations (or tiers) that have differing frequencies and depths of inundation and differing flood risk.

Joint-use detention/park facilities will require site specific designs to be coordinated with the County during conceptual and final design to ensure the facilities meet both water quality/detention and park needs while minimizing maintenance requirements.

The Specific Plan does not include the stormwater detention basins and channels within the 6.14 acres per 1,000 service level (or 5.8 before accounting for senior housing units) for parks; however the area is counted towards the total parkland and open space standard of 10 acres per 1,000.



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Exhibit 4.4: Stormwater Detention Basin

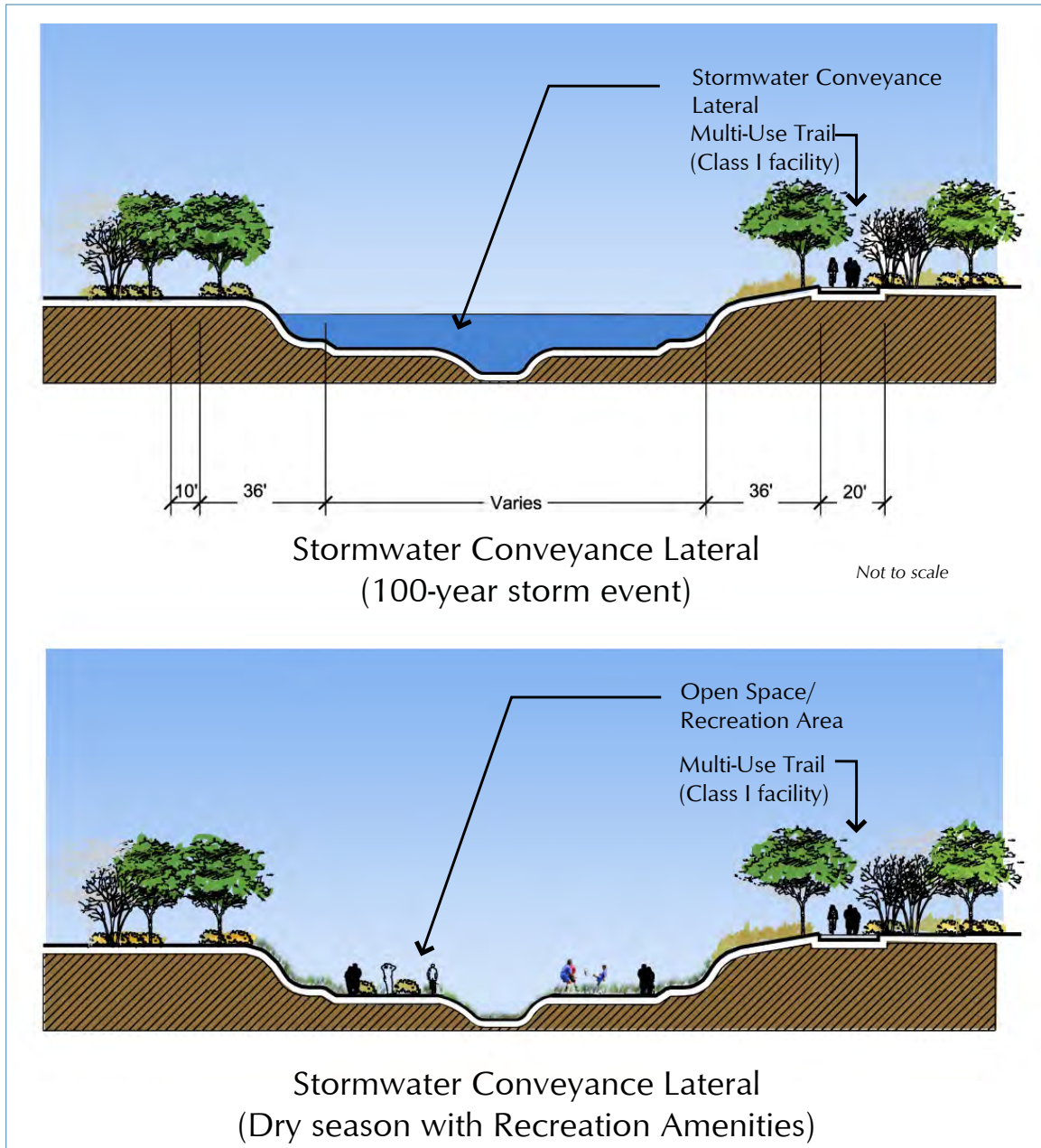


Exhibit 4.5: Stormwater Conveyance Lateral

4.3.4 LAKES

**Policy 4.3-9:** Provide lakes at key visual focal points within the community that support both recreation and stormwater detention.

**Policy 4.3-10:** Specific features and functions of the lakes will be provided in the Storm Drain Plan, and finalized when the tentative subdivision maps are prepared.

Several lakes are integrated within the design of the Traditional Village. Residential lots within this village will share proximity and views of the lakes with other recreation and commercial facilities that are planned to be located near the lakes. The lakes will also feature recreation opportunities, such as a lakeside promenade or trail that permits strolling or jogging. The lakes are intended to serve as focal points for cultural, entertainment, and other community activities while also addressing storm drainage needs. A band shell or outdoor performance space may be provided in one of the lakeside parks. The lakes will be built as part of the backbone infrastructure improvements, and maintained by the CSA or CSD.

The Specific Plan does not include the lakes within the 6.14 acres per 1,000 service level (or 5.8 before accounting for senior housing units) for parks; however the adjacent lakeside parks are included. The lakes are counted towards the total parkland and open space standard of 10 acres per 1,000.



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CHAPTER 5:  
Resources and Conservation





This section identifies the environmental conditions and sensitive resources found in the Sutter Pointe Specific Plan area. Objectives and policies contained in this section of the Specific Plan guide the conservation, protection, and/or mitigation of existing environmental conditions and sensitive resources. This section addresses the following key topics: biological resources, wetland resources, and climate change.

Mitigation measures proposed for these key topics in the Environmental Impact Report (EIR) for the Sutter Pointe Specific Plan are summarized in the Mitigation Monitoring and Reporting Program (MMRP) which is an appendix to the Specific Plan, and will be attached to the Plan following certification of the Final EIR. Reference should be made to the MMRP when reviewing individual development projects pursuant to the Specific Plan.

In addition, Sutter Pointe will reduce its operational greenhouse gas (GHG) emissions compared to business as usual. This chapter of the Specific Plan, and the Master Air Quality Mitigation Plan (Appendix I), identify some of the measures and programs which can be implemented to meet this goal.

**Objective 5.1-1:** *Establish a comprehensive approach for the conservation and replacement of affected open space, agricultural, and habitat areas.*

The majority of the Plan area currently consists of active and fallow rice fields. Portions of the Plan area are also occupied by grassland habitat and crops such as tomatoes and oats, and existing industrial uses. Rice cultivation in the Central Valley requires extensive irrigation and drainage infrastructure consisting of a variety of pumps, channels, and ditches, which offer habitat for the endangered giant garter snake and other natural resource values. Small portions of the Plan area, comprising less than 10 acres are occupied by seasonal vernal swales, riparian scrub, and freshwater emergent marsh.

Existing environmental conditions present in the Plan area were taken into account during the development of the Sutter Pointe land use plan. The land use plan is designed to protect significant resources as open space and to minimize the impacts of urban development on the natural surroundings. This Specific Plan also recognizes and provides for off-site environmental mitigation in accordance with the Natomas Basin Habitat Conservation Plan. The potential to protect large areas of open space is maximized.



5.1 BIOLOGICAL RESOURCES

**Policy 5.1-1:** Open space, biological, and agricultural resources conservation will be conducted in accordance with requirements of the Natomas Basin Habitat Conservation Plan (HCP).

**Policy 5.1-2:** Habitat conservation mitigation will emphasize preservation, enhancement, and creation of high value, connected habitat in accordance with the Natomas Basin HCP.

**Policy 5.1-3:** Preserve habitat areas, where feasible, to avoid potential negative development impacts on sensitive species.

**Policy 5.1-4:** Retain existing drainage courses containing known or potential giant garter snake habitat to the extent feasible.

5.1.1 NATOMAS BASIN HABITAT CONSERVATION PLAN (HCP)

The Sutter Pointe land use plan has been designed to reduce impacts of urban development on the open space, biological, and agricultural resources occurring in the Plan area. A habitat conservation mitigation strategy and program for Sutter Pointe is outlined in brief below. More detail is available in both the Natomas Basin Habitat Conservation Plan (HCP) and the Sutter Pointe Specific Plan EIR. The program includes prioritized compliance with the Natomas Basin HCP goals and objectives. Mitigation measures will address incidental take and potential impacts on biological resources, as well as potential impacts on open space and agricultural resources.

The purpose of the Natomas Basin HCP is to promote biological conservation in conjunction with urban development occurring in the Natomas Basin. It establishes a multi-species conservation program to minimize and mitigate the expected loss of habitat resulting from planned development. The HCP seeks to ensure long term conservation and to aid in the recovery of numerous wildlife species that have been granted varying degrees of protection under state and federal law.

The Sutter Pointe Specific Plan area is located within the boundaries of the Natomas Basin HCP area and has been identified in the Natomas

Basin HCP as a Planned Development area. The Natomas Basin HCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the Natomas Basin HCP is to preserve, restore, and enhance habitat values found in the Natomas Basin while allowing urban development to proceed consistent with adopted local land use plans.

According to Natomas Basin HCP definitions, “Authorized Development” refers to development for which incidental take is authorized for the City of Sacramento and Sutter County as defined in Section III.A of the Final Natomas Basin HCP. The Sutter Pointe Specific Plan is an Authorized Development under the Natomas Basin HCP. This means that Sutter County’s incidental take permits for development in this area cover incidental take associated with the development of Sutter Pointe in Sutter County’s Permit Area. Terms of the Natomas Basin HCP require compliance by the applicant, and include payment of fees, dedication of mitigation lands (see Exhibit 5.1) in lieu of acquisition fees, and implementation of avoidance and minimization measures during project construction.

5.1.2 SPECIAL STATUS SPECIES

The Natomas Basin, including the Plan area, supports one of 13 extant giant garter snake subpopulations recognized by the U.S. Fish and Wildlife Service (USFWS 1999). The Sutter Pointe Specific Plan area is presently characterized by rice fields, which in the Central Valley, are known to be an important giant garter snake habitat. A number of other potential listed species are present within the Specific Plan area, including Swainsons’ Hawk. Please refer to the Sutter Pointe Specific Plan EIR for additional descriptions of potential listed species within the Plan area.

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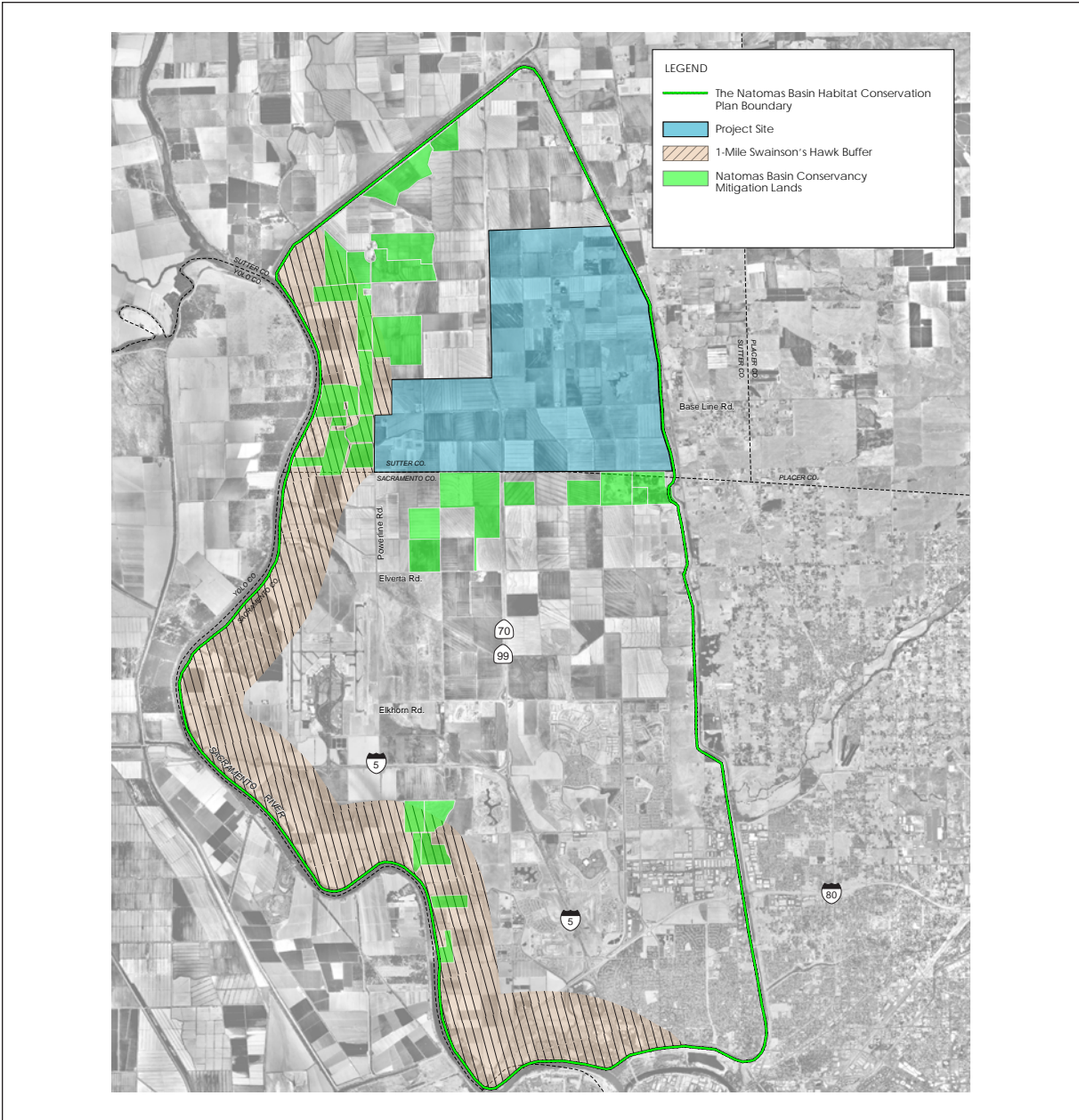


Exhibit 5.1: Natomas Basin Habitat Conservation Plan Area

5.2 WETLAND RESOURCES

**Policy 5.2-1:** *Development plans shall avoid or minimize adverse impacts on wetlands under the jurisdiction of the U.S. Army Corps of Engineers (USACE), to the extent feasible.*

**Policy 5.2-2:** *Development plans shall ensure no net loss of wetlands, other waters of the United States, and associated functional values.*

**Policy 5.2-3:** *Where wetland preservation and avoidance is not feasible, a wetland mitigation plan shall be developed to mitigate impacts to jurisdictional wetlands. Mitigation plans shall be prepared in accordance with all state and federal regulations, and in conjunction with the request for permits from regulatory agencies.*

**Policy 5.2-4:** *All necessary wetland and water quality permits, authorizations, and certifications shall be obtained for each phase of development. These permits and authorizations may include USACE permits, County approval, and/or Central Valley Regional Water Quality Control Board approval.*

5.2.1 WETLAND TYPES

Wetlands are considered “waters of the United States” that may be regulated by the USACE under Section 404 of the Clean Water Act. Wetlands are “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” [33 CFR 328.3(b), 51 FR 41250, November 13, 1986]. Wetlands can be perennial or intermittent, and isolated or adjacent to other waters, including non-tidal, perennial, and intermittent watercourses and tributaries to such watercourses. Wetlands are generally characterized by the following three conditions:

- a majority of dominant vegetation species are wetland associated species;
- hydrologic conditions exist that result in periods of flooding, ponding, or saturation during the growing season; and
- hydric soils are present.

Wetlands are an important part of the ecosystem because they support a variety of sensitive wildlife and plant species. A 4.0-acre wetland swale and approximately 66.0 acres of drainage ditches are identified as wetlands within the Specific Plan area. See Exhibit 5.2 for an illustration of the location and the extent of these features. However, these features do not qualify as jurisdictional wetlands afforded federal protection under Section 404 of the Clean Water Act.



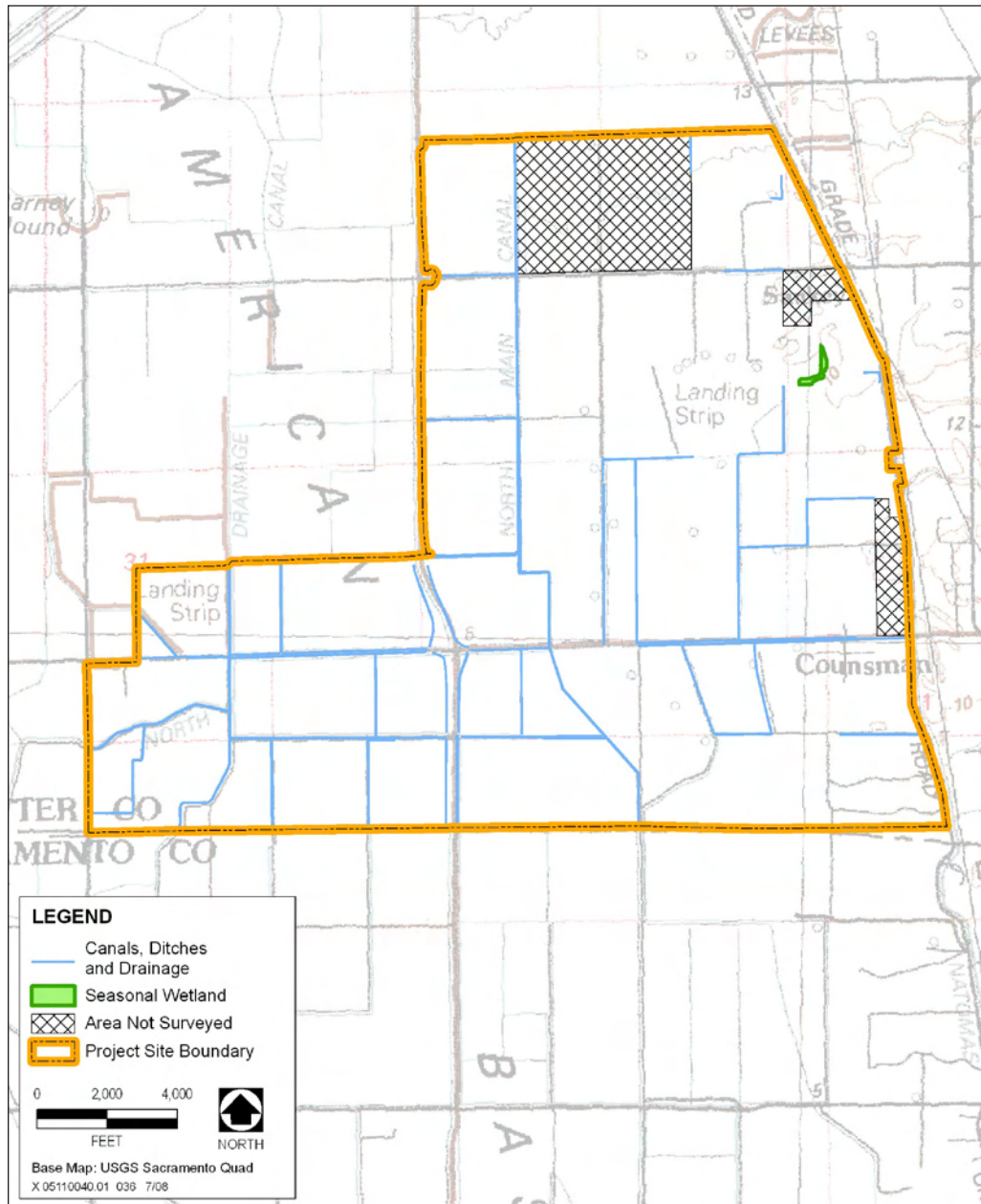


Exhibit 5.2 Wetland Features

### **SEASONAL WETLAND SWALE**

Seasonal wetland swales are typically ephemeral wet linear drainage features that support a dominance of wetland vegetation and hydric soils and exhibit wetland hydrology. A 4.0-acre seasonal wetland swale occurs within the eastern portion of the Specific Plan area. It receives runoff during the wet season from natural precipitation and periodic irrigation runoff from adjacent rice fields and pastures. These areas may be categorized as seasonal wetlands depending on their floristic composition and hydrology. While the seasonal wetland swale exhibits wetland characteristics and meets wetland criteria, it is an isolated feature, and is not subject to USACE jurisdiction.

### **IRRIGATION DRAINAGE**

Numerous drainage courses occur within the Plan area, covering a total of approximately 66.0 acres. The drainage courses are non-jurisdictional canals, as all water flows within them are the direct result of active pumping from and ultimately back into the Sacramento River, Natomas Cross Canal, and East Main Drainage Canal. Most of the drainage courses are unvegetated, except for a relatively narrow strip of wetland vegetation at the ordinary high water mark or the presence of mature vegetation along the banks.

### **5.2.2 WETLAND AVOIDANCE AND PRESERVATION**

Responding to the mapping of sensitive areas, the Sutter Pointe land use plan designates sites along drainage corridors as open space areas, including wetlands and other environmentally sensitive areas. Present uses of the surrounding area include primarily rice agriculture with scattered rural residences. The Natomas East Main Drainage Canal and Pleasant Grove Canal are located immediately east of the Plan area and the Natomas Cross Canal is located approximately one mile north of the Specific Plan area.



5.3 CLIMATE CHANGE

The scientific community considers that increasing concentrations of greenhouse gases (GHGs) due to human activity is a primary cause of the current global warming phenomenon. The United Nations Intergovernmental Panel on Climate Change predicts that changes in the Earth’s climate will continue through the 21st century and that the rate of change may increase significantly in the future due to human activity.

Global climate change has begun to play an increasing role in scientific and policy debates regarding multiple issues, including land use planning, transportation planning, energy production, habitat and species conservation, use of ocean resources, and agricultural production. In September 2006, California Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. Pursuant to AB 32, California must reduce its GHG emissions to 1990 levels by 2020. Executive Order S-3-05 (2005) requires California to achieve emission levels 80% below 1990 by 2050.

Responding to climate change includes two components – reducing practices which contribute to GHGs, and adapting to changes which may occur as a result of climate change. The strategy for reducing GHG emissions at Sutter Pointe will include provision of pedestrian and bicycle infrastructure (including trails, storage areas, and facilities to enable bicycle commuting), integration of transit into the plan, and traffic infrastructure and improvements to reduce congestion and emissions. In addition, energy efficiency, micro-scale renewable energy production, and water efficiency standards for homes and businesses will help reduce non-transportation GHG emissions.

**Objective 5.3-1:** Reduce Sutter Pointe’s operational GHG emissions by 30 percent compared to business as usual.

**Policy 5.3-1:** Implement strategies and programs outlined in the Master Air Quality Mitigation Plan (Appendix I) to reduce single occupant vehicle use, to increase use of alternative modes, and to increase use of energy efficient building design materials.

**Policy 5.3-2:** Provide transit opportunities, as outlined in the Conceptual Transit Plan (Appendix H), to reduce automobile traffic and trips both within the Specific Plan area and externally.

**Policy 5.3-3:** Incorporate sound land use and design measures to encourage use of alternative transportation and conservation of energy.

**Policy 5.3-4:** Implement low-impact development strategies and a comprehensive water conservation strategy.

### 5.3.1 REDUCING GREENHOUSE GASES

Emission of GHGs is the primary human cause of climate change, and GHG emissions must be reduced in order to avoid contributing to further climate change effects. In California, 41% of GHG emissions are related to transportation. Land use planning, including integration of residential, retail, and office areas in a fine-grained vertical or horizontal mix, can be a powerful tool for reducing the frequency and distance of driving trips, reducing the contribution of GHG emissions. Sutter Pointe is committed to achieving reductions in GHG emissions compared to business as usual.

Sutter Pointe advocates an integrated mix of land uses to facilitate use of alternative transportation for a variety of trip purposes. A network of bicycle and pedestrian paths crisscross the Plan area, linking residential, employment, and town and activity center areas. Parks and open space resources are distributed to allow residents to access recreational facilities within walking or bicycle distance of their homes.

The Plan includes three transit centers: one located in the Town Center near SR 70/99, one in the East Activity Center along Riego Road, and one in the North Activity Center. In addition to the transit centers, the Specific Plan contains development densities that place people in close proximity to planned transit stops. The Conceptual Transit Plan (Appendix H) identifies service standards for all of its components including minimum service standards based on funding availability. The standards established within the Conceptual Transit Plan (Appendix H) are designed to provide transit as a viable option to automobiles, even at the early stages of development.

Sutter Pointe will implement the following land use and transportation programs to reduce emissions.

- Requiring development projects pursuant to this Specific Plan to support bicycling and walking to work or other destinations by providing amenities and/or incorporating convenient access to/within their project site.
- Requiring projects which exceed pollution thresholds or employ more than 100 people to provide a bicycle/pedestrian incentive program. Employers with more than 250 employees will be required to provide shower and clothing locker facilities.
- Creating a Transportation Management Association (TMA) with the primary goal of increasing use of alternative transportation modes and services to residents, employers, and employees, and managing transit services.

In addition to land use and transportation considerations, increasing resource efficiency, including energy and water use, helps to reduce climate change impacts. Sutter Pointe’s Design Guidelines (Appendix A) and Master Air Quality Mitigation Plan (Appendix I) include a number of measures to improve resource efficiency, including a comprehensive water conservation strategy.

Some of the measures include:

- developing residential units in compliance with State of California Title 24 energy conservation measures, plus an additional 20 percent efficiency;
- installation of efficient lighting and lighting control systems. Daylight will be used as an integral part of lighting systems in buildings;
- installation of light-colored cool roofs, cool pavements, and strategically placed shade trees;
- installation of micro energy generation, including solar panels on carports and over parking areas;
- water-efficient design of buildings, including installation of water-efficient fixtures and appliances;
- use of graywater for landscape irrigation where possible;
- use of water-efficient landscaping, including native, drought-resistant species;
- implementation of low-impact development practices that manage storm water and protect the environment;
- mixed-use, infill, and higher density, and public transit are incorporated into the plan to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods;
- promotion of ride-sharing and car-sharing programs, as well as shuttle services and public transit incentives to reduce use of single-occupant vehicles; and
- incorporation of bicycle lanes and routes into street systems, with access to destination points such as schools and shops. Bicycle parking and storage will be provided at destinations.

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CHAPTER 6:  
Transportation and Circulation





The Sutter Pointe circulation system includes a hierarchy of roadways, a pedestrian and bikeway network, and provisions for public transit. The Plan places an emphasis on ensuring connectivity between uses, providing linkages to existing regional systems, and creating a safe and efficient transportation network.

Objectives, policies, and service levels presented throughout this chapter address regional roadway access, the local roadway system, and pedestrian, bicycle, and transit systems that provide viable alternatives to automobile travel. Policies presented throughout this chapter are implemented by a Master Roadway Plan (Exhibit 6.2), Master Air Quality Mitigation Plan (Appendix I), and Conceptual Transit Plan (Appendix H), as applicable.

### 6.1 REGIONAL ROADWAY ACCESS

Sutter Pointe is envisioned to facilitate automobile circulation and, at the same time, support transit and alternative modes of transportation such as bicycle and pedestrian mobility within and outside the Plan area, including regional connections. The Plan seeks to enhance mobility for all transportation modes, and minimize traffic impacts, both within the Sutter Pointe project area and on regional facilities beyond the Plan area. Exhibit 6.1, Regional Access Map, illustrates the current regional circulation network serving the Specific Plan area.

The Sutter Pointe Specific Plan supports and anticipates the completion of future Placer Parkway along the current Sankey Road alignment with a future freeway-to-freeway interchange at SR 99/70. Exhibit 6.2, Master Roadway Plan, shows the interim alignment of Sankey Road as a four-lane facility featuring signals at SR 99/70, Pacific Avenue, and a future north-south arterial on the eastern side of the Plan area. Future improvements within this corridor at buildout of Placer Parkway would include full interchanges at SR 99/70 and a future north-south arterial on the eastern side of the Plan area, and a grade-separated crossing at Pacific Avenue.

**Objective 6.1-1:** Provide efficient regional mobility options for residents, employees, and visitors of Sutter Pointe.

**Policy 6.1-1:** Provide connections to the existing regional transportation network, emphasizing connections south to Sacramento, east to Roseville, and north to Yuba City and Marysville.

**Policy 6.1-2:** Development and phasing of the Specific Plan shall provide regional roadway connections, adequate to maintain Level of Service (LOS) standards identified in the Sutter Pointe Specific Plan EIR for the proposed SR 99/70 / Riego Road interchange.

**Policy 6.1-3:** Initial regional roadway access to points south of the Specific Plan area shall be via

a proposed freeway interchange at SR 99/70 and Riego Road. Funding and timeframes required to construct this interchange shall be established through cooperative agreements between Sutter County, the developers, and Caltrans.

**Policy 6.1-4:** Secure long-term regional roadway access south of the Specific Plan area adequate to maintain LOS standards. Roadway alignments south of the Specific Plan area shall be planned to accommodate and support the objectives of the Natomas Basin Habitat Conservation Plan and other regional planning efforts in the Natomas Joint Vision area.

**Policy 6.1-5:** Preserve right-of-way for a future roadway connection west of the Specific Plan area along the Sankey Road and Powerline Road alignments.

**SERVICE LEVELS:**

The following Level of Service standard shall be achieved within the Plan area.

- Level of Service D for roadway segments and intersections within the Plan area.

Current north-south access to the Plan area is provided via SR 99/70 and Powerline Road. Riego Road and Sankey Road (future Placer Parkway) provide east-west regional connectivity.

A combination of additional travel lanes on SR 99/70 and additional parallel roadways are planned to provide regional north-south travel options. Proposed routes connect Riego Road south to planned future roadways identified in the Sacramento County General Plan Circulation Element. The developers will work with Sacramento County and the Natomas Basin Conservancy to ensure that roadway connections are provided in a manner that complies with provisions of the Natomas Basin Habitat Conservation Plan.

Major employment and activity areas within the Specific Plan will be connected to the regional transportation system via the following facilities:

- South Employment Village via SR 99/70, Riego Road and Powerline Road;
- North Employment Village via Sankey Road (future Placer Parkway);
- Traditional Village via Riego Road and a proposed north-south arterial road;
- Greenbelt Village via Riego Road and a proposed north-south arterial road;
- Recreational Village via a proposed north-south arterial road connecting Riego Road and Sankey Road (future Placer Parkway);
- Town Center via a proposed north-south arterial road extending south from Riego Road;
- West Activity Center via SR 99/70 and Riego Road;
- North Activity Center via Sankey Road (future Placer Parkway) and a proposed north-south arterial road; and
- East Activity Center via Riego Road and a proposed north-south arterial road.

The Level of Service standard presented in this section corresponds to the buildout condition of the Sutter Pointe community. The Level of Service to be provided as the community develops incrementally may vary from this level, as described in the Conceptual Transit Plan (Appendix H) and Development Agreements that accompany the Specific Plan.

Intersections within Pedestrian Districts shall be excluded from the Level of Service policy.

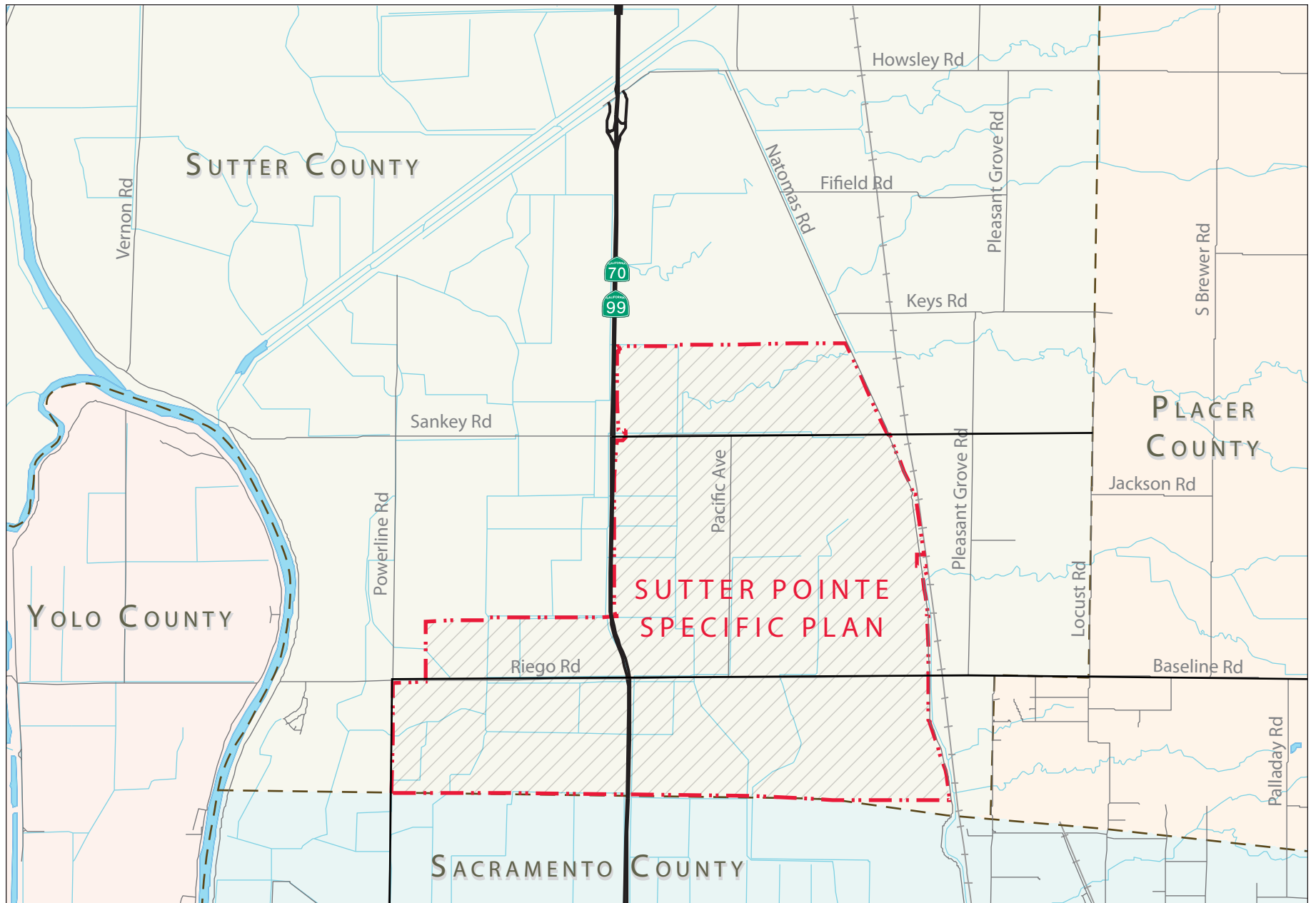


Exhibit 6.1: Regional Access Map

6.2 ROADWAY CIRCULATION SYSTEM

**Objective 6.2-1:** Provide an internal roadway system that supports multi-modal transportation options serving automobiles, transit, trucks, bicycles, and pedestrians.

**Policy 6.2-1:** Provide safe and efficient access to employment centers for vehicles, bicycles, and pedestrians from residential neighborhoods, schools, parks, and recreational amenities.

**Policy 6.2-2:** Provide arterial roadways that relieve traffic congestion and enhance local and interregional connectivity.

**Policy 6.2-3:** All streets and roadways shall be dedicated and improved to the roadway design standards as generally defined in this section and the roadway design standards maintained by the Public Works Department. Exceptions may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director and Community Services Director that safe and adequate public access and circulation are preserved by such exceptions.

**Policy 6.2.4:** Residential and industrial minor streets shall be planned and built consistent with the minor street cross-section options presented

in this chapter, to provide local access and maintain community character. Determination of cross-sections to apply to minor streets shall be made upon filing of tentative maps.

**Policy 6.2-5:** Roundabouts may be provided at intersections of collector and local streets as indicated in Exhibit 6.2 and illustrated in Exhibit 6.15, where intersection analysis indicates that roundabouts provide sufficient capacity for buildout conditions. Roundabouts are not permitted at arterial to arterial intersections.

**Policy 6.2-6:** Provide traffic signals where warranted, as shown in Exhibit 6.16.

**Policy 6.2-7:** The public right-of-way along Natomas Road between Sankey Road and Riego Road will be abandoned to enhance motorist and resident safety. Access to properties currently fronting onto Natomas Road will be maintained via local residential roadways constructed within Sutter Pointe, shown on the Tentative Subdivision Maps filed for the subject area.

Sutter Pointe’s internal circulation system is designed around the following key features:

- A freeway interchange at Riego Road and SR 99/70;
- A freeway interchange at the North Activity

Center connecting a new north-south arterial to future Placer Parkway;

- East-west arterial roadways along the current Sankey Road and Riego Road alignments;
- North-south arterial roadways along the current Powerline Road alignment, adjacent to the Town Center, along the current Pacific Avenue alignment, and connecting the North and East Activity Centers.
- A grade-separated crossing over SR 99/70, south of Riego Road connecting the South Employment Village to the Town Center, Great Park, and Traditional Village.
- A grade-separated crossing over future Placer Parkway west of the current Pacific Avenue alignment connecting the North Employment Village with the remainder of the Specific Plan area.
- Future parallel roadways to SR 99/70 (either new roads or widening of existing roads) that provide regional travel options parallel to the state highway corridor. All routes would connect Riego Road south to planned future roadways in Sacramento County.

A hierarchical system of roadways is planned to serve Sutter Pointe. The proposed Master Roadway Plan is illustrated in Exhibit 6.2, and representative cross sections for each roadway type are provided in Exhibits 6.3 through 6.14.

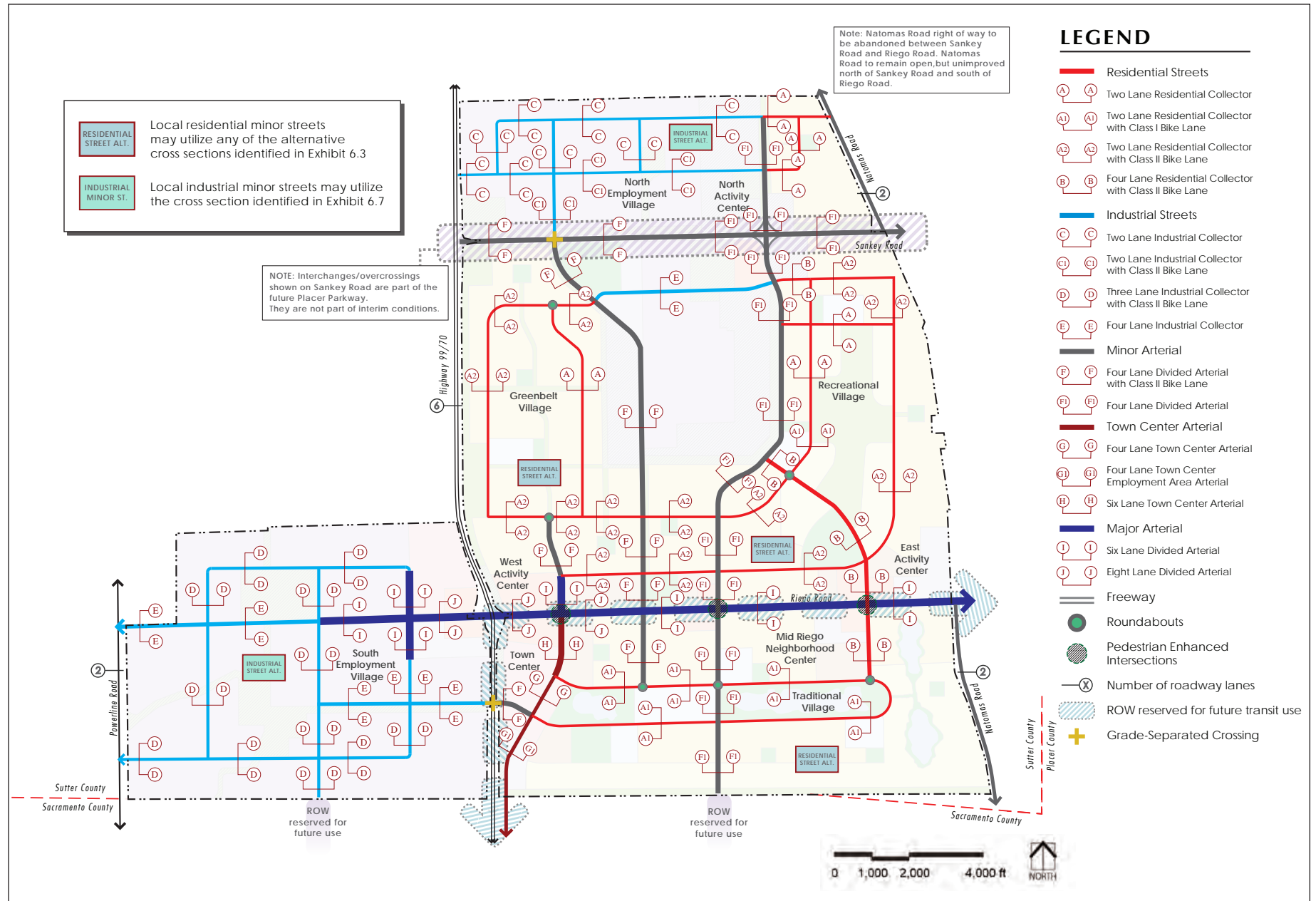


Exhibit 6.2: Master Roadway Plan

Following are descriptions of the proposed roadway types. These descriptions include roadways shown on Exhibit 6.2, Master Roadway Plan, as well as minor residential and industrial streets to be constructed within identified land use parcels. Table 6.1 provides a summary of the proposed roadway types in the Plan area.

**6.2.1 RESIDENTIAL MINOR STREETS**

Three different options are available for residential minor streets to be constructed within land use parcels identified for residential use within the Specific Plan. A hierarchical street system will generally be utilized with traffic from Alternatives 1 and 2 moving through Alternative 3 to gain access to larger collector streets. However, any or all of these options may be employed within a given land use parcel, as appropriate to provide access to residential units and to maintain desired community character. Determination of cross-sections to be applied within each parcel shall be made upon filing of tentative subdivision maps.

**TWO LANE RESIDENTIAL MINOR STREET - ALTERNATIVE 1**

The Two-Lane Residential Minor Street Alternative 1 consists of a 42-foot right-of-way (see Exhibit 6.3). This alternative would generally be used on streets that have an average daily traffic count of less than 500, and do not generally have direct connections to collectors, parks, or other areas where pedestrians are encouraged. This street will

typically connect to Alternative 2, but may connect to Alternative 3 or provide access to public or private alleys.

**TWO-LANE RESIDENTIAL MINOR STREET - ALTERNATIVE 2**

The Two-Lane Residential Minor Street Alternative 2 consists of a 52-foot right-of-way (see Exhibit 6.3). This alternative would generally be used to facilitate circulation within residential areas and provide indirect access to collectors (i.e, through connection to Alternative 3 streets). This alternative will typically connect Alternative 1 to Alternative 3, and may provide access to public or private alleys.

**TWO-LANE RESIDENTIAL MINOR STREET - ALTERNATIVE 3**

The Two-Lane Residential Minor Street Alternative 3 consists of a 68-foot right-of-way (see Exhibit 6.3). This alternative will provide residential neighborhoods with access to collector streets. It will typically be used as the main entrance road into individual residential neighborhoods and provide access to their parks and public facilities, often using a loop-type configuration. Alternatives 1 and 2 will typically branch off from this alternative to establish the residential minor street hierarchy.

**PUBLIC AND PRIVATE ALLEY**

The Public and Private Alleys consist of a 22-foot-wide right-of-way (see Exhibit 6.3). Alleys should be generally limited to providing only secondary vehicular access to residential development. Alleys should be limited in length to 500 feet between public streets. Parallel parking shall not be allowed.

Exhibit 6.4 provides an example of how these different residential minor street alternatives may be used within the Plan area.

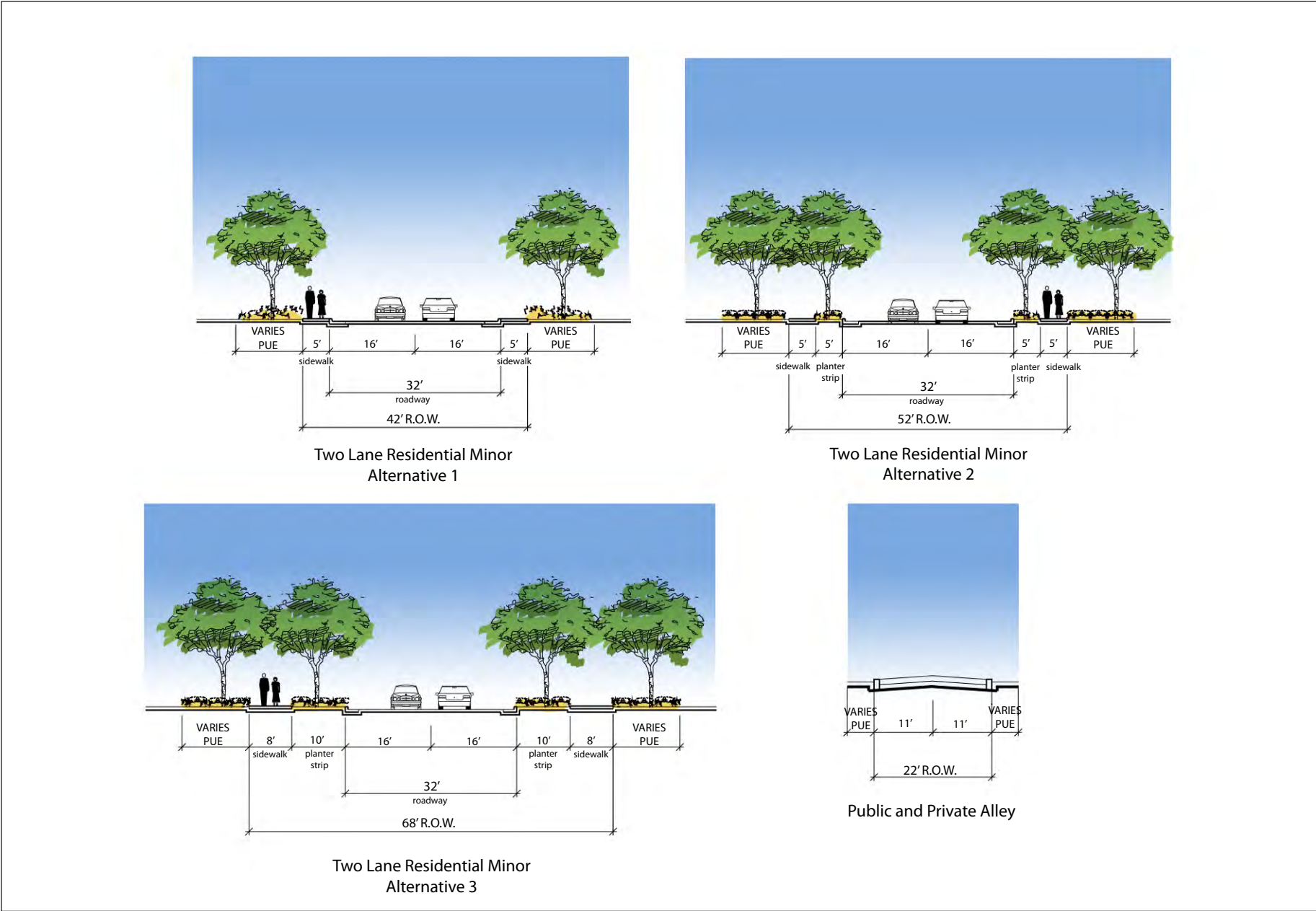


TABLE 6.1: PROPOSED ROADWAY TYPES SUMMARY

Roadway Type	Section	Right-of-Way Width	Pavement Width	Travel Lanes	Bicycle Facility	Pedestrian Facility
Residential Minor Street	Alt. 1	42 feet	32 feet	2	NA	5-foot sidewalks
	Alt. 2	52 feet	32 feet	2	NA	5-foot sidewalks
	Alt. 3	68 feet	32 feet	2	NA	8-foot sidewalks
Public and Private Alley	NA	22 feet	22 feet	2	NA	NA
Residential Collector	A-A	60 feet	40 feet	2	NA	5-foot sidewalks
	A1-A1	55 feet	40 feet	2	12-foot multiuse trail	5-foot sidewalk <sup>1</sup>
	A2-A2	70 feet	50 feet	2	5-foot bike lanes	5-foot sidewalks
	B-B	90 feet	64 feet	4	5-foot bike lanes	5-foot sidewalks
Industrial Minor Street	NA	60 feet	50 feet	2	NA	5-foot sidewalks
Industrial Collector	C-C	63 feet	43 feet	2	NA	5-foot sidewalks
	C1-C1	60 feet	40 feet	2	5-foot bike lanes	5-foot sidewalks
	D-D	85 feet	65 feet	3	5-foot bike lanes	5-foot sidewalks
	E-E	105 feet	71 feet	4	12-foot multiuse trail	6-foot sidewalk
Town Center Arterial	G-G	123 feet	93 feet	4	5-foot bike lanes	15-foot sidewalks
	G1-G1	109 feet	93 feet	4	5-foot bike lanes	8-foot sidewalks
	H-H	147 feet	117 feet	6	5-foot bike lanes	15-foot sidewalks
Divided Arterial	F-F	107 feet	79 feet	4	5-foot bike lanes	6-foot sidewalks
	F1-F1	103 feet	69 feet	4	12-foot multiuse trail	6-foot sidewalk <sup>1</sup>
	I-I	145 feet	113 feet	6	12-foot multiuse trail	6-foot sidewalk <sup>1</sup>
	J-J	169 feet	137 feet	8	12-foot multiuse trail	6-foot sidewalk <sup>1</sup>

Note: NA- Not Applicable

1. On cross-sections featuring a multi-use trail, a sidewalk facility is provided on only one side of the roadway.



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Exhibit 6.3: Residential Minor Street Alternatives



Exhibit 6.4: Residential Minor Street Alternatives Diagram

**6.2.2 RESIDENTIAL COLLECTOR STREETS**

Residential Collector Streets provide links within and between residential areas in Sutter Pointe. These streets are used to connect residential minor streets with arterials and highways within the Plan area.

Landscaping along these streets is dependent upon the adjacent land use. Single-family residential development backing on to a collector street should include the total landscape setback as depicted in Section B-B of Exhibit 6.6. The sidewalk should meander, wherever feasible, within the landscape setback. Cost sharing and size of the landscape setback will be determined within development agreements. It is anticipated that the landscape setback will be dedicated to and maintained by an appropriate assessment district or public entity.

Multi-family and non-residential development adjacent to collector streets should be improved to the back of the sidewalk with a planter strip between the curb and sidewalk and a planter area behind the sidewalk, which will be improved, owned, and maintained by the adjacent landowner. Details will be established in the Public Area Landscaping Master Plan prior to filing of the first tentative subdivision map.

Single-family residential development shall not front on four-lane residential collectors.

The four types of Residential Collector Streets include:

***Two Lane Residential Collector (Section A-A)***

- 60-foot right-of-way (see Exhibit 6.5).

***Two Lane Residential Collector with Class I Bike Path Adjacent to Park (Section A1-A1)***

- 55-foot right-of-way (see Exhibit 6.5)
- Adjacent to Great Park system within Traditional Village
- Applies to roadways where driveways infrequently cross sidewalks

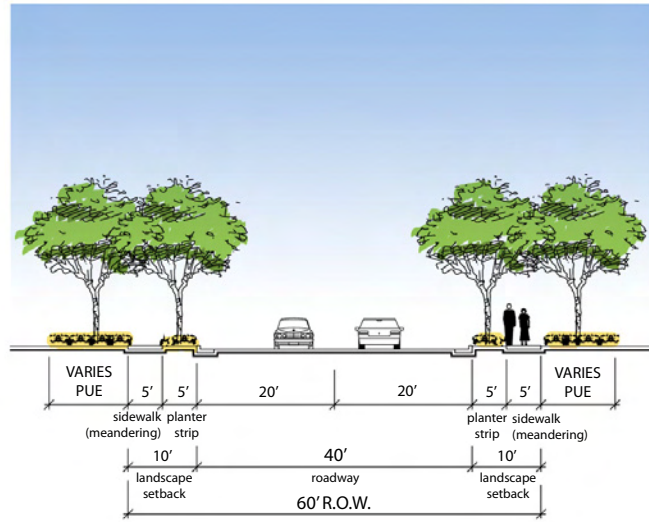
***Two Lane Residential Collector with Class II Bike Lane (Section A2-A2)***

- 70-foot right-of-way (see Exhibit 6.6)
- Applies to roadways where driveways infrequently cross trails

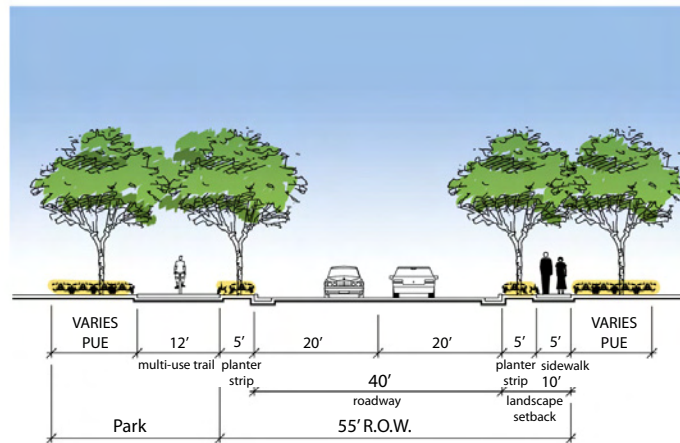
***Four Lane Residential Collector (Section B-B)***

- 90-foot right-of-way (see Exhibit 6.6)



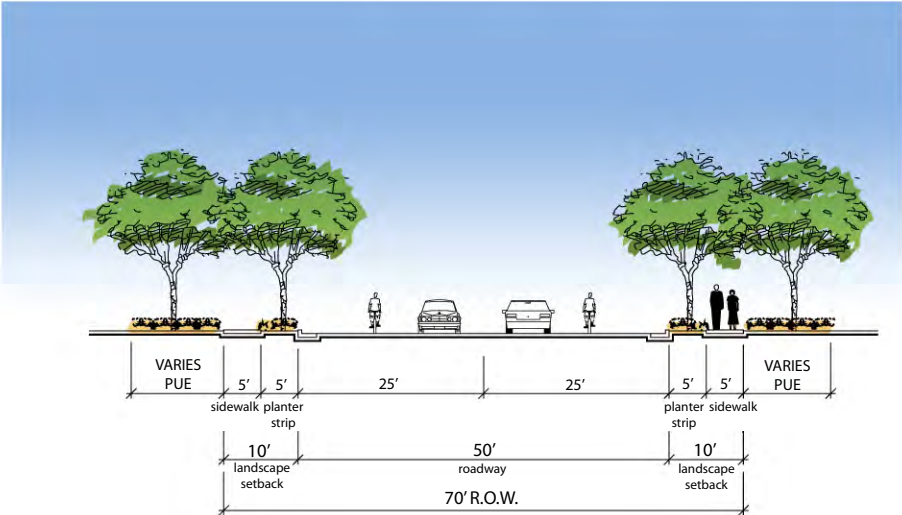


Two Lane Residential Collector  
Section A - A

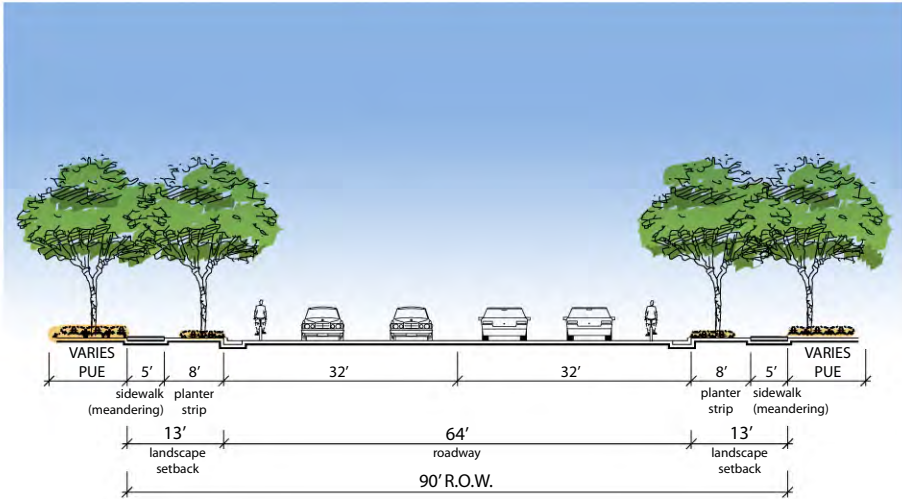


Two Lane Residential Collector with Multi-Use Trail  
Adjacent to Park  
Section A1 - A1

Exhibit 6.5: Two Lane Residential Collectors



Two Lane Residential Collector with Class II Bike Lane  
Section A2 - A2



Four Lane Residential Collector with Class II Bike Lane  
Section B - B

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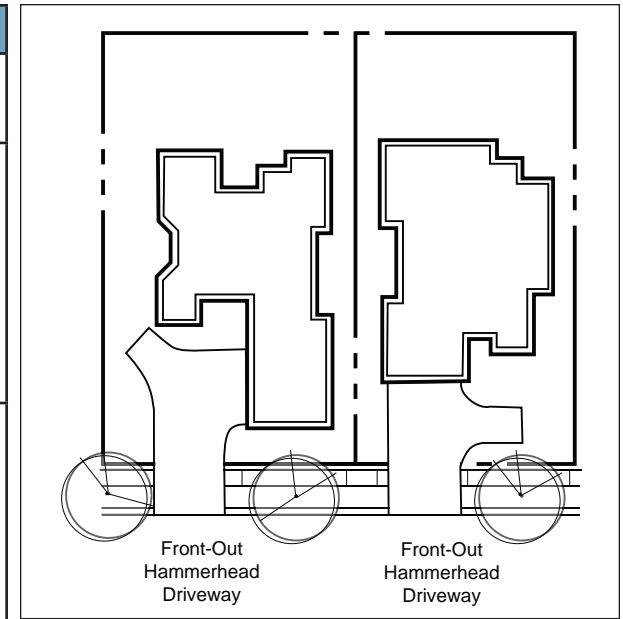
Exhibit 6.6: Two and Four Lane Residential Collectors with Bike Lanes

**COLLECTOR FRONTAGE PROVISIONS**

In order to facilitate the flow of vehicle traffic and promote safety on collector streets, the following special requirements must be met for single-family residential lots to have driveway access to collector streets. Exhibit 6.7 provides two examples for driveway configurations. Exemptions may be permitted upon determination by the Public Works Director that safe and adequate access and circulation are preserved by such exception.

Single family dwellings will be able to have driveway access to collector streets only under the following average daily traffic (ADT) conditions:

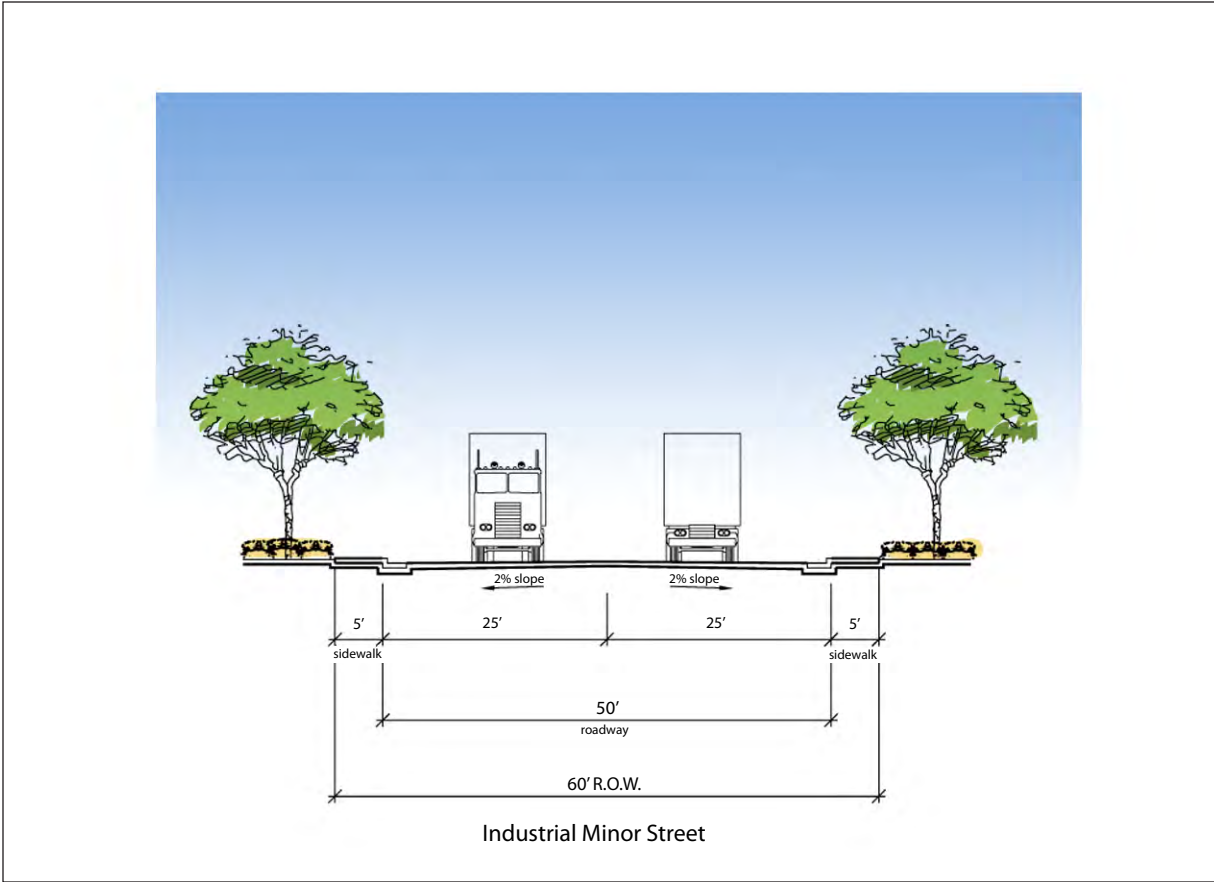
ADT	Access
0 to 3,500	No limitations or controls required.
3,500 to 5,000	Frontage allowed only where driveway designs permit front-out egress (see Exhibit 6.7 for possible driveway designs).
Over 5,000	Frontage requires alley loaded lots with access to parking. No driveway access to collector streets.



**Figure 6.7:** Driveway Access on Collector Streets

**6.2.3 INDUSTRIAL MINOR STREET**

For future industrial minor roadways providing local access that are not identified on the Specific Plan map, a minor industrial cross-section shall be employed that consists of a 60-foot right-of-way (see Exhibit 6.8). Landscaping treatments behind sidewalks will vary as specified in the Design Guidelines (Appendix A).



*Exhibit 6.8: Industrial Minor Street*

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### 6.2.4 INDUSTRIAL COLLECTOR STREETS

Similar to Residential Collector Streets, Industrial Collector Streets provide links within industrial areas of Sutter Pointe, and are used to connect Industrial Minor Streets to arterials and highways within the Plan area.

Development adjacent to all Industrial Collector Streets should be improved to the back of the sidewalk with a planter strip between the curb and sidewalk and a planter area behind the sidewalk to be improved, owned, and maintained by the adjacent landowner. Details will be established in the Public Area Landscaping Master Plan prior to filing of the first tentative subdivision map.

The four types of Industrial Collector Streets include:

#### ***Two Lane Industrial Collector (Section C-C)***

- 63-foot right-of-way (see Exhibit 6.9)

#### ***Two Lane Industrial Collector with Class II Bike Lane (Section C1-C1)***

- 60-foot right-of-way (see Exhibit 6.9)

#### ***Three Lane Industrial Collector (Section D-D)***

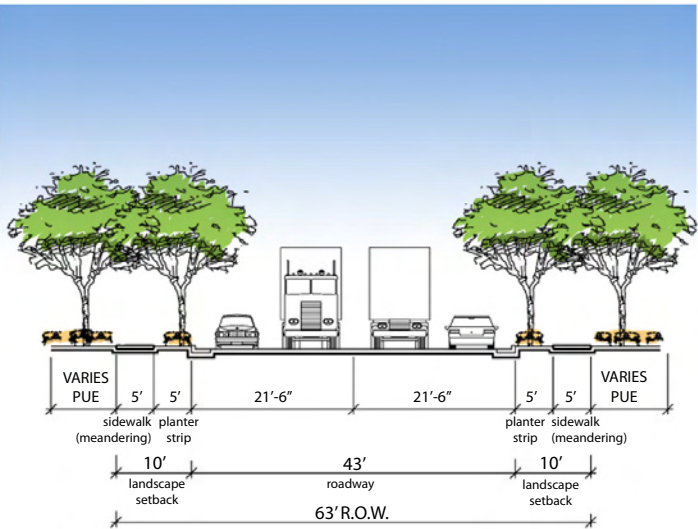
- 85-foot right-of-way (see Exhibit 6.10)

#### ***Four Lane Industrial Collector (Section E-E)***

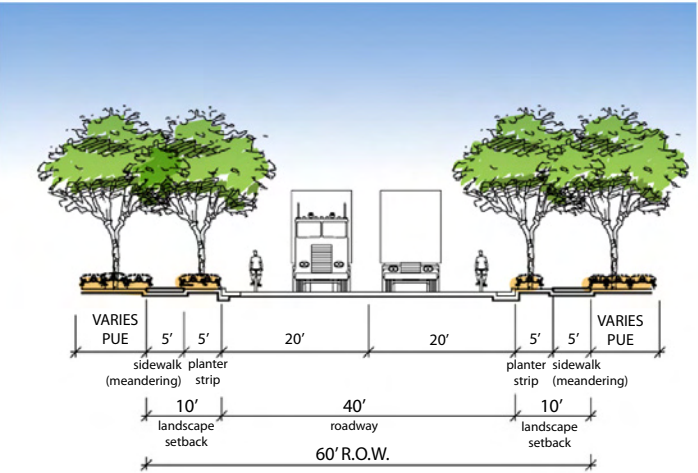
- 105-foot right-of-way (see Exhibit 6.10)

Sections C-C and C1-C1 represent the design intent for the North Employment Area. These are non-standard designs and will need to be considered for design exceptions at the time of approval of tentative maps for development of the North Employment Area.





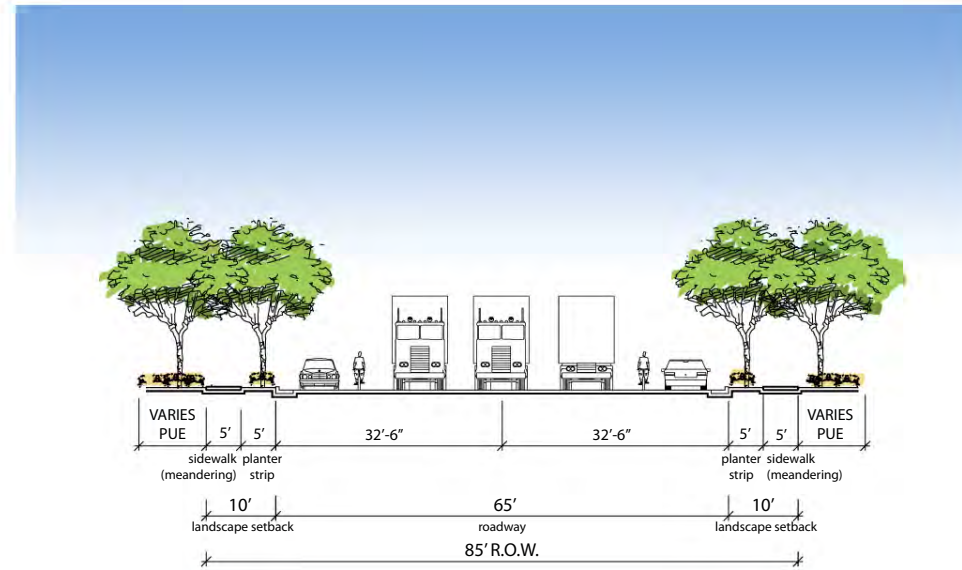
Two Lane Industrial Collector  
Section C - C



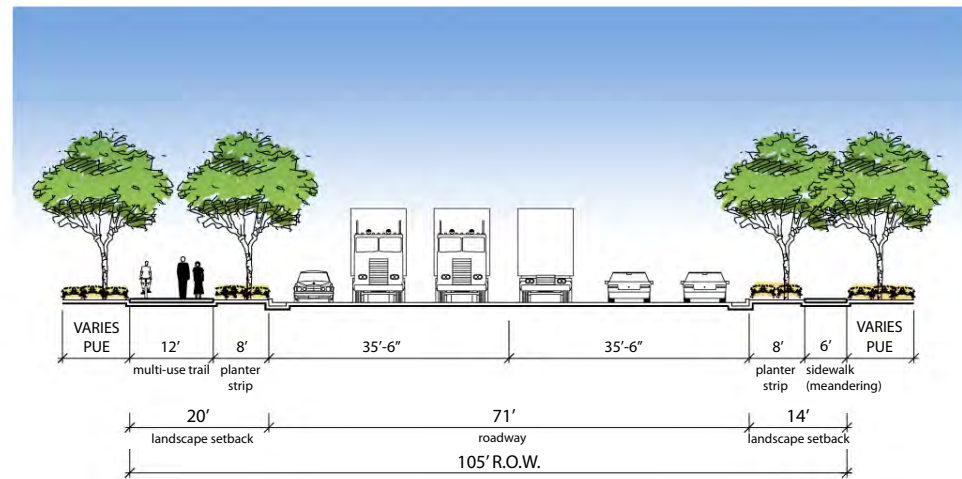
Two Lane Industrial Collector with  
Class II Bike Lane  
Section C1 - C1

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Exhibit 6.9: Two Lane Industrial Collectors



Three Lane Industrial Collector with Class II Bike Lane  
Section D - D



Four Lane Industrial Collector  
Section E - E

Exhibit 6.10: Three and Four Lane Industrial Collectors

6.2.5 ARTERIAL ROADWAYS

Arterial Roadways provide access to activity centers, the Town Center, highways, and other arterials and collectors. These are high speed/high volume roadways, where providing direct access to parcels is a secondary function. Single-family residential development shall not front on an arterial roadway.

Landscaping along these roadways is dependent upon the adjacent land use. Single-family residential development backing on to Arterial Roadways should include the total landscape setback. Cost sharing for setbacks will be determined within development agreements, and the size of landscape setbacks will be determined in the Public Area Landscaping Master Plan. It is anticipated that for Sections I-I and J-J, the landscape setback will be dedicated to and maintained by an appropriate assessment district or public entity.

Multi-family and non-residential development adjacent to Arterial Roadways depicted in Sections F-F, F1-F1, I-I, and J-J should be improved to the back of the sidewalk with a planter strip between the curb and sidewalk to be improved, owned, and maintained by the adjacent landowner. Landscaping details will be established in the Public Area Landscaping Master Plan prior to filing of the first tentative subdivision map.

Where traffic lanes are less than 18' in width, parking is permitted on the street, and the street exceeds 300' between intersections; periodic no parking (pull-out) areas should be provided to permit cars to pull out of a traffic lane for passing emergency vehicles. This can be accomplished by spacing driveways in such a manner to provide an adequate no parking area.

The seven Arterial Roadway designs include:

**Four Lane Divided Arterial with Class II Bike Lane (Section F-F)**

- 107-foot right-of-way (see Exhibit 6.11)

**Four Lane Divided Arterial (Section F1-F1)**

- 103-foot right-of-way (see Exhibit 6.11)

**Four Lane Town Center Arterial (Section G-G)**

- 123-foot right-of-way (see Exhibit 6.12)
- Wide sidewalks allow outdoor cafe-style seating to support pedestrian-oriented intent of mixed-use areas in Town Center

**Four Lane Town Center Arterial (Section G1-G1)**

- 109-foot right-of-way (see Exhibit 6.12)
- Suitable for use in E1 areas of Town Center

**Six Lane Town Center Arterial (Section H-H)**

- 147-foot right-of-way (see Exhibit 6.13)
- Connects Town Center to West Activity Center with space for multi-modal transportation options

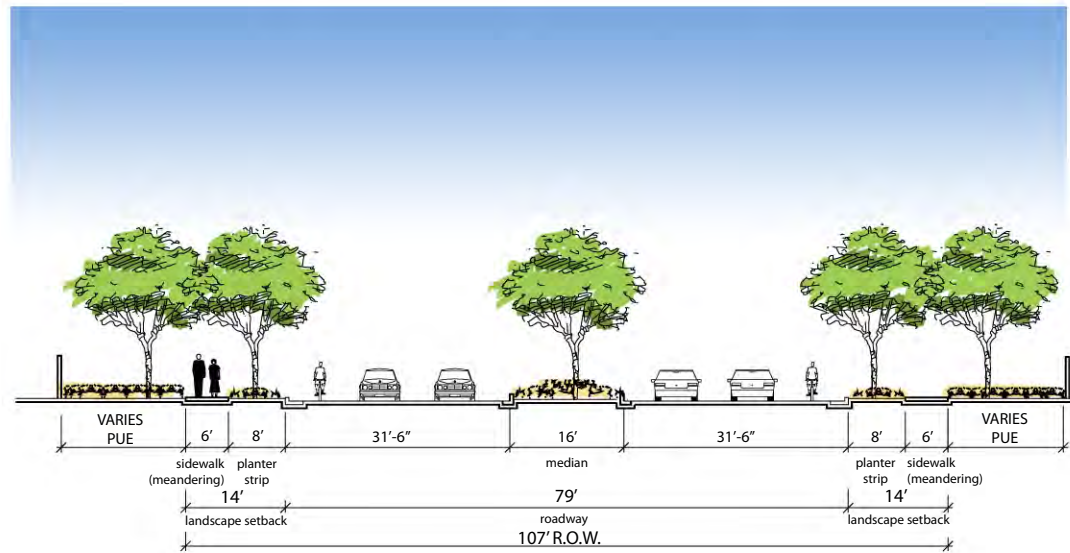
**Six Lane Divided Arterial (Section I-I)**

- 145-foot right-of-way (see Exhibit 6.14)
- Right-of-way is reserved within roadway corridor to facilitate future Light Rail or Bus Rapid Transit service along these key routes

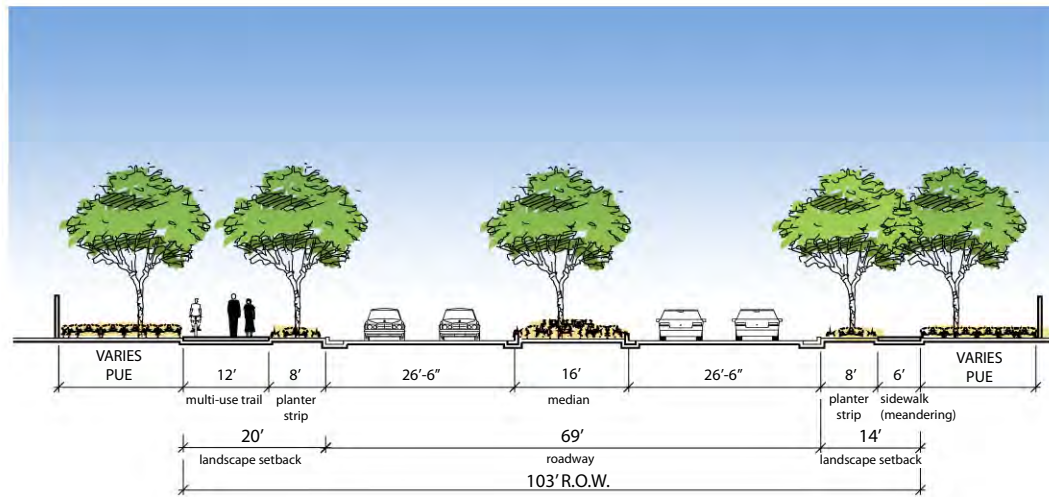
**Eight-Lane Divided Arterial (Section J-J)**

- 169-foot-wide right-of-way (see Exhibit 6.14)
- Right-of-way is reserved within roadway corridor to facilitate future Light Rail or Bus Rapid Transit service along these key routes



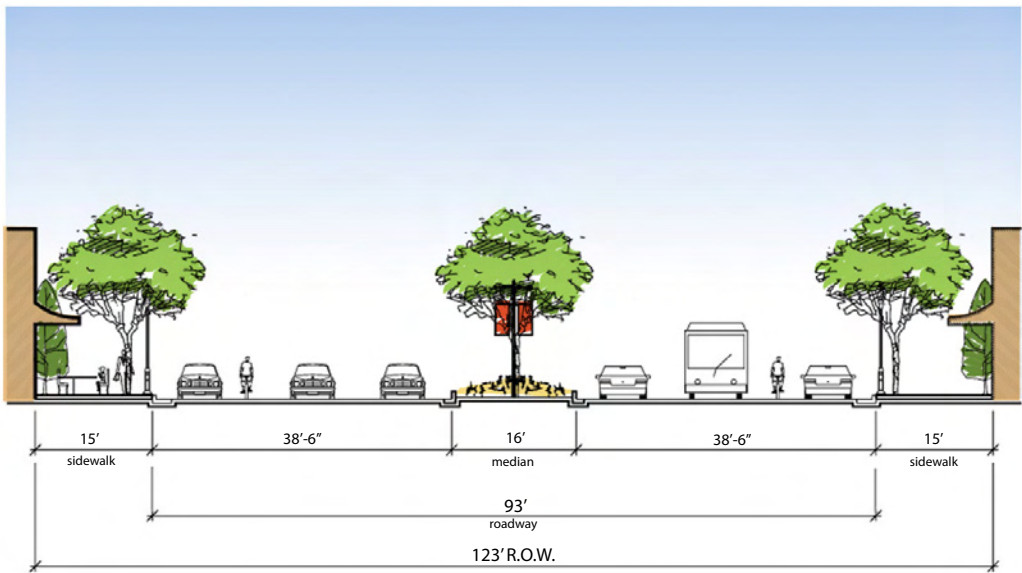


Four Lane Divided Arterial with Class II Bike Lane  
Section F - F

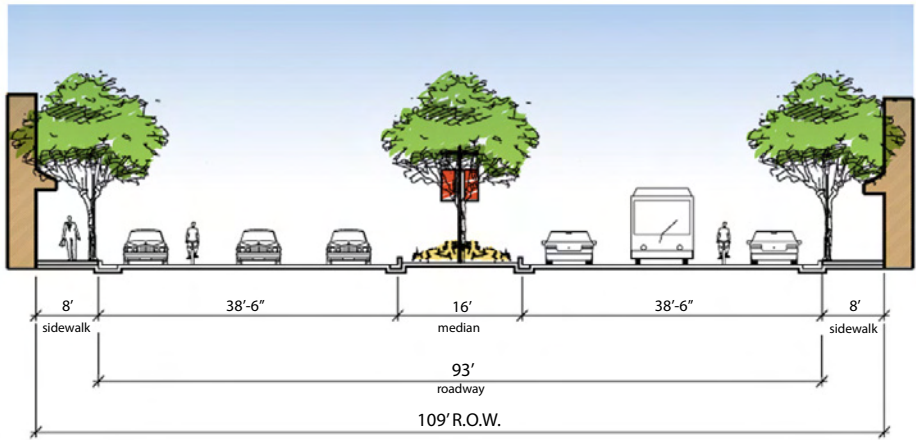


Four Lane Divided Arterial  
Section F1 - F1

Exhibit 6.11: Four Lane Divided Arterials



Four Lane Arterial with Class II Bike Lane  
Town Center  
Section G - G



Four Lane Arterial with Class II Bike Lane  
Town Center Employment Area  
Section G1 - G1

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Exhibit 6.12: Four Lane Town Center Arterials

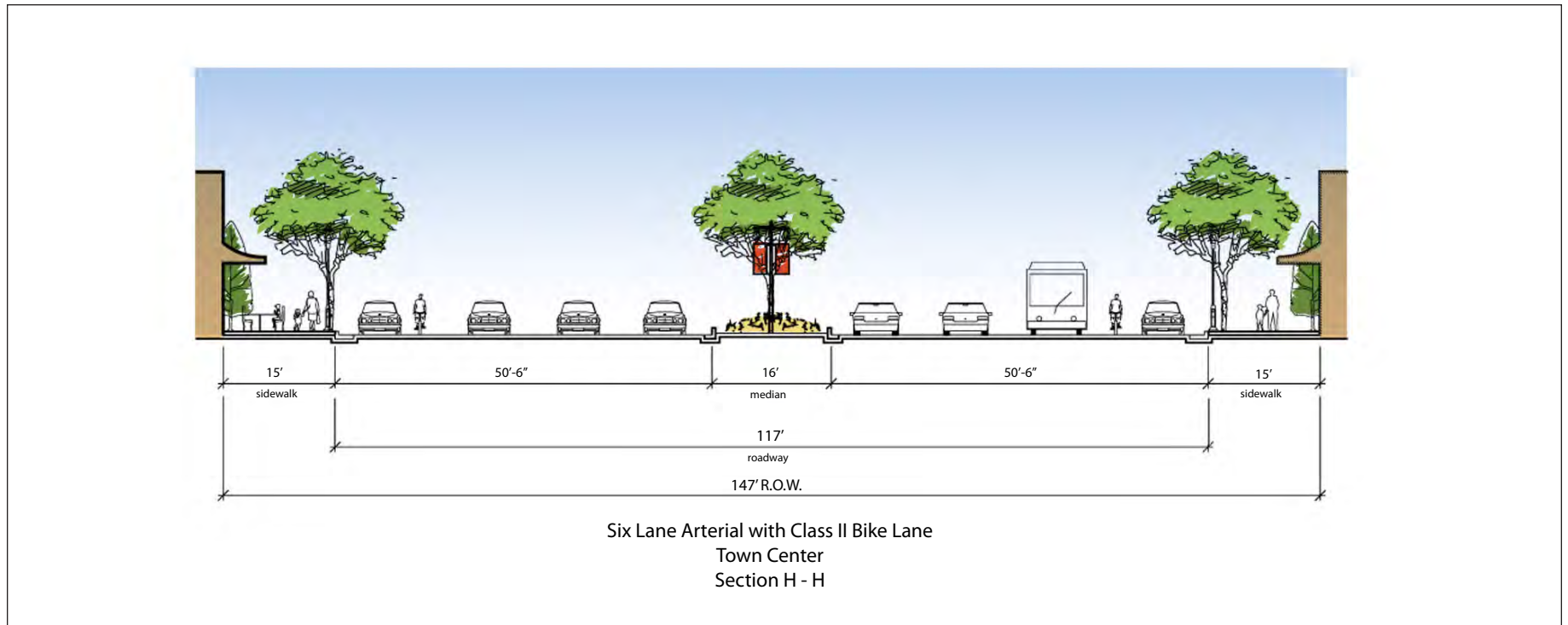
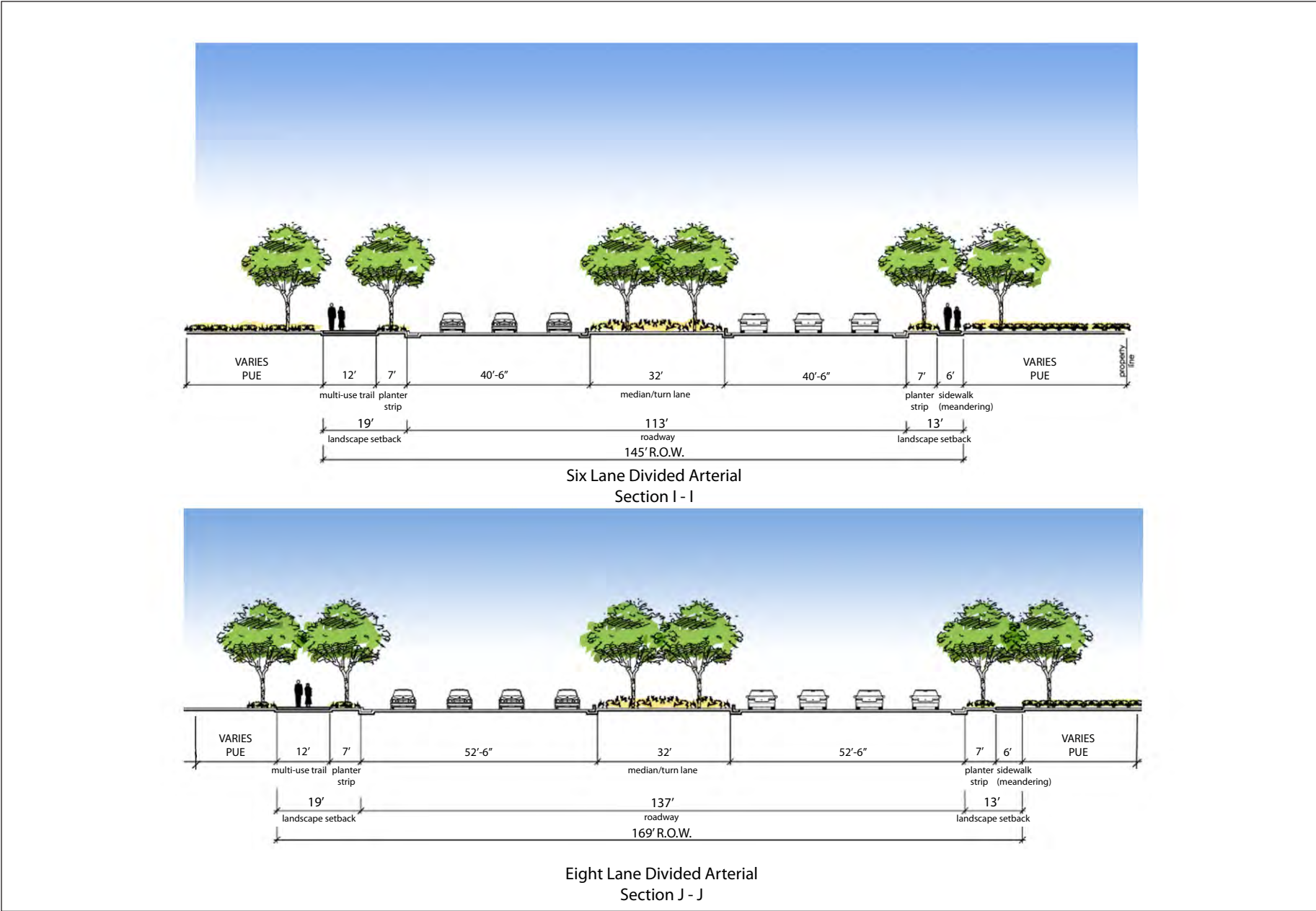


Exhibit 6.13: Six Lane Town Center Arterial



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Exhibit 6.14: Six and Eight Lane Divided Arterials

### 6.3 ROUNDABOUTS

Roundabouts are also identified in Exhibit 6.2 at locations within the Greenbelt, Traditional, and Recreational Villages. Proposed designs, final locations, and dimensions for these roundabouts will be specified upon filing of tentative subdivision maps or improvement plans. Diagrams illustrating potential design of roundabouts on collector streets within the Specific Plan area are presented in Exhibit 6.15.

A roundabout is a circular intersection where traffic flows around a center island. Since vehicles entering the roundabout are required to yield to traffic in the circle, more vehicles can move through the intersection with less delay. The unique one-way design of roundabouts also accommodates the turning radius of large vehicles, like semi-trucks and buses.

Traffic calming islands differ from roundabouts in several ways. These small traffic circles are often used to slow traffic speeds in residential neighborhoods and reduce accidents. In addition, the raised center islands are not designed to accommodate large vehicles and left-turning traffic, which often take the turn in front of the circles.

Roundabouts are designed to handle fire trucks, buses, and various sizes of emergency vehicles, as well as truck and trailer combinations. The center island of all single-lane roundabouts is built with a gradually sloped and flat curb, called a truck apron.

The elements that constitute a roundabout are:

- Yielded entry – cars entering must wait for a gap in the circulating traffic before entering the roundabout
- Islands separate the entry from the circular roadway
- Designated crossing areas for pedestrians
- Designed to be driven at speeds of 15 – 20 miles per hour
- Single or multiple lanes

Exhibit 6.15 shows potential configurations for roundabouts at locations where two lane streets intersect one another, as well as locations where a two lane street intersects a four lane street, and a four lane street intersects a four lane street. Actual design of roundabouts within the Sutter Pointe community will take place at the tentative subdivision map stage.



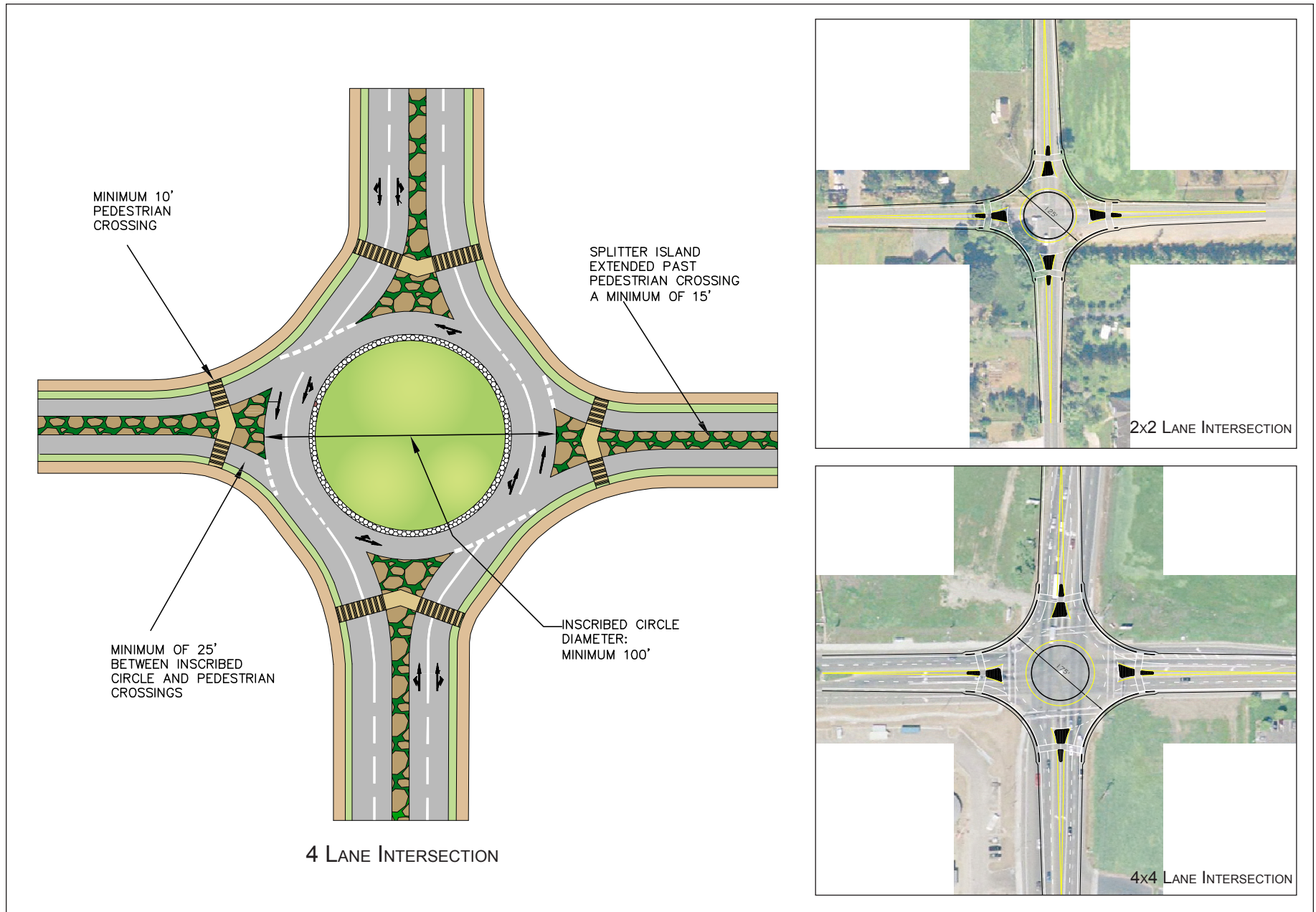
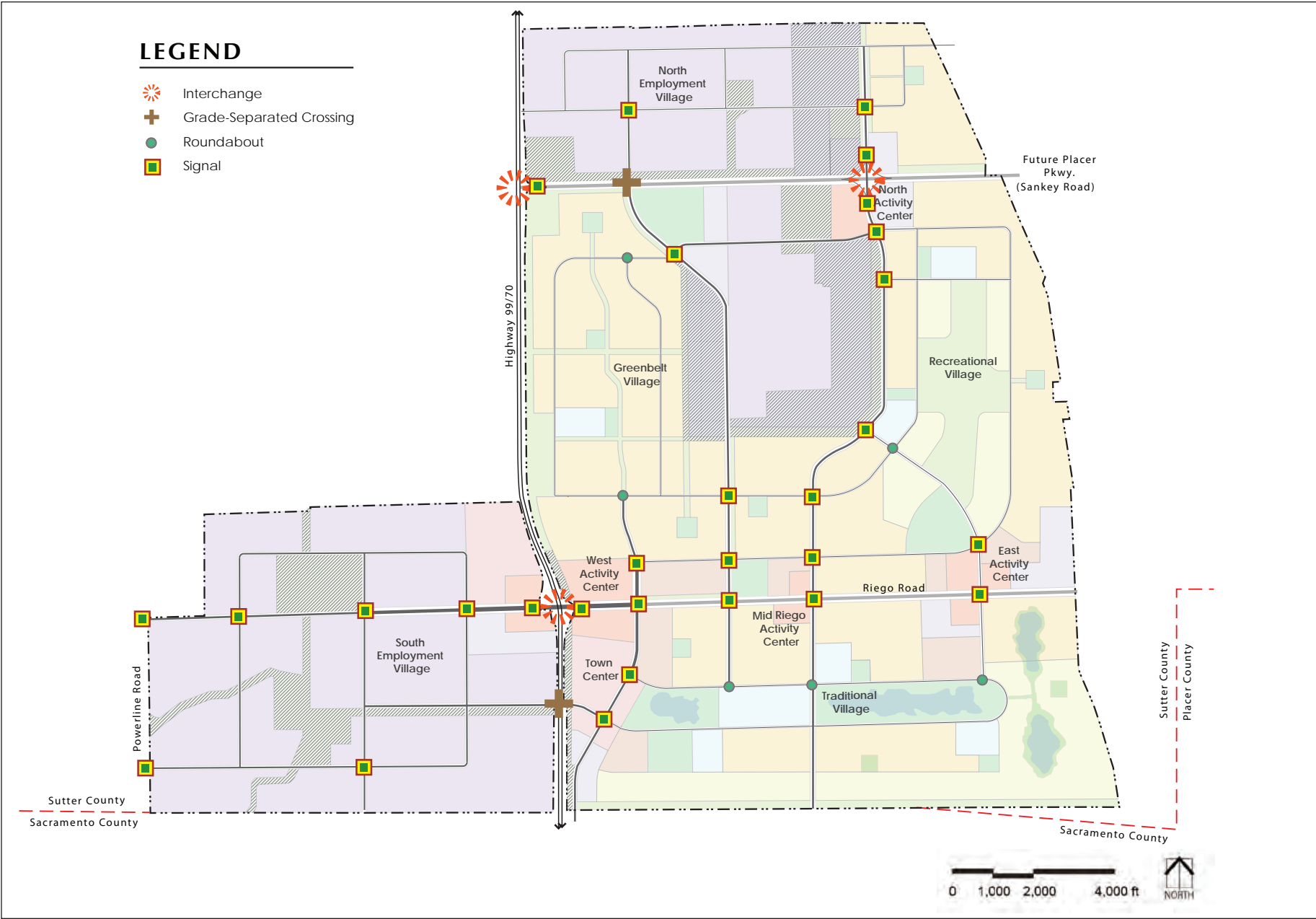


Exhibit 6.15: Roundabouts

Source: Fehr & Peers, 2007

### 6.4 TRAFFIC CONTROL

Exhibit 6.16 identifies intersection traffic control, grade-separated crossings, and freeway interchanges. Future freeway interchanges are proposed for Riego Road and SR-99/70, SR-99/70 and Sankey Road (future Placer Parkway), and Sankey Road (future Placer Parkway) and the new north/south arterial serving the North Employment Village and the Recreational Village. Traffic signal control is proposed at most of the arterial-arterial and arterial-collector intersections with a minimum intersection spacing of 1,300 feet, except for intersections adjacent to the SR-99/70/Riego Road interchange where a minimum spacing of 1,500 feet is recommended. Future adjustments to these signal spacing requirements may be allowed based on specific traffic studies.



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Exhibit 6.16: Traffic Control

Source: Fehr & Peers, 2007

### 6.5 TRUCK TRAFFIC

**Policy 6.5-1:** *Provide continued viability of the internal mobility system to effectively support the transportation needs of existing industrial uses (e.g., Sysco Corp and Holt Tractor), as well as new industries that locate in Sutter Pointe.*

#### 6.5.1 TRUCK ROUTING

Truck traffic is permitted on all arterial and collector roadways. To promote through-movement of trucks, truck routes are proposed on freeways and arterial roadways including SR 99/70, Riego Road, Sankey Road (future Placer Parkway), Power Line Road, and Pacific Avenue. Landscape treatments along truck routes will be defined in the Public Area Landscape Master Plan.

6.6 PEDESTRIAN AND BICYCLE CIRCULATION SYSTEM

**Objective 6.6-1:** Provide facilities and amenities that promote pedestrian and bicycle circulation within and through all villages and activity centers.

**Policy 6.6-1:** Provide safe and ADA compliant pedestrian and bicycle facilities and services for children, the elderly, and people with disabilities.

**Policy 6.6-2:** Provide facilities and amenities that encourage bicycling. Bring bike trails flush with all public street intersections to facilitate access to crosswalks.

**Policy 6.6-3:** Enhance pedestrian facilities at schools, activity centers, the Town Center, and major north-south intersections along Riego Road to improve pedestrian and bicycle connections between the Greenbelt and Recreation Villages and the Town Center and park system within the Traditional Village.

**Policy 6.6-4:** Provide bike racks or enclosed and secure bicycle storage at major activity centers, office buildings, and commercial establishments to serve patrons and employees per storage standards provided in the Land Use and Development Code (Appendix B).

**Policy 6.6-5:** Provide safe and accessible routes for students to walk or bicycle to school.

**Policy 6.6-6:** Require installation of secure bicycle parking at public and private places of assembly such as parks and schools, as set forth in the Land Use and Development Code (Appendix B).

**Policy 6.6-7:** Require office developments to provide showers and clothing lockers as an amenity for bicycling, walking, or jogging commuters, as set forth in the Master Air Quality Mitigation Plan (Appendix I).

**Policy 6.6-8:** Require commercial and office/ industrial development to facilitate pedestrian and bicycle circulation within the project site and connecting to adjacent sidewalks and bike lanes.

**Policy 6.6-9:** Encourage site designs that do not require retail areas to be blocked from residential areas by soundwalls. Provide connectivity between retail and adjacent residential areas through pathways.

**Policy 6.6-10:** Establish a Pedestrian District within the Town Center to increase pedestrian activity and safety.



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### 6.6.1 BICYCLE AND PEDESTRIAN ROUTES

The Sutter Pointe alternative circulation system provides a non-motorized circulation network as a viable alternative to the automobile for residents and employees. Construction of bike lanes and sidewalks will generally be completed in conjunction with roadway construction. Street signs shall indicate the location of bike lanes and destination points. The three basic types of bicycle and pedestrian routes provided are:

**Class I:** Off street pathways, completely buffered from automobile roadways for the exclusive use of pedestrians and bicyclists. There are approximately 30 miles of Class I bike paths within the Plan area. Class I bike paths will be provided in both east-west and north-south directions to connect to the Town Center, transit centers, schools, recreational areas, and major employment and commercial centers and public facilities.

**Class II:** Signed and delineated on-street lanes designed for same directional use as automobiles on the roadway. Class II bike lanes are typically located along shoulders or gutters in a widened portion of the street. There are approximately 18 miles of Class II bike lanes within the Plan area.

**Class III:** On-street Class III bike routes are provided on Collector Streets within the residential villages.

The following are descriptions of the various types of bike and pedestrian facilities provided within the Plan area. Exhibit 6.17 illustrates the alternative circulation system.

#### ***MULTI-USE TRAILS (CLASS I BIKE PATH) (SECTION K-K)***

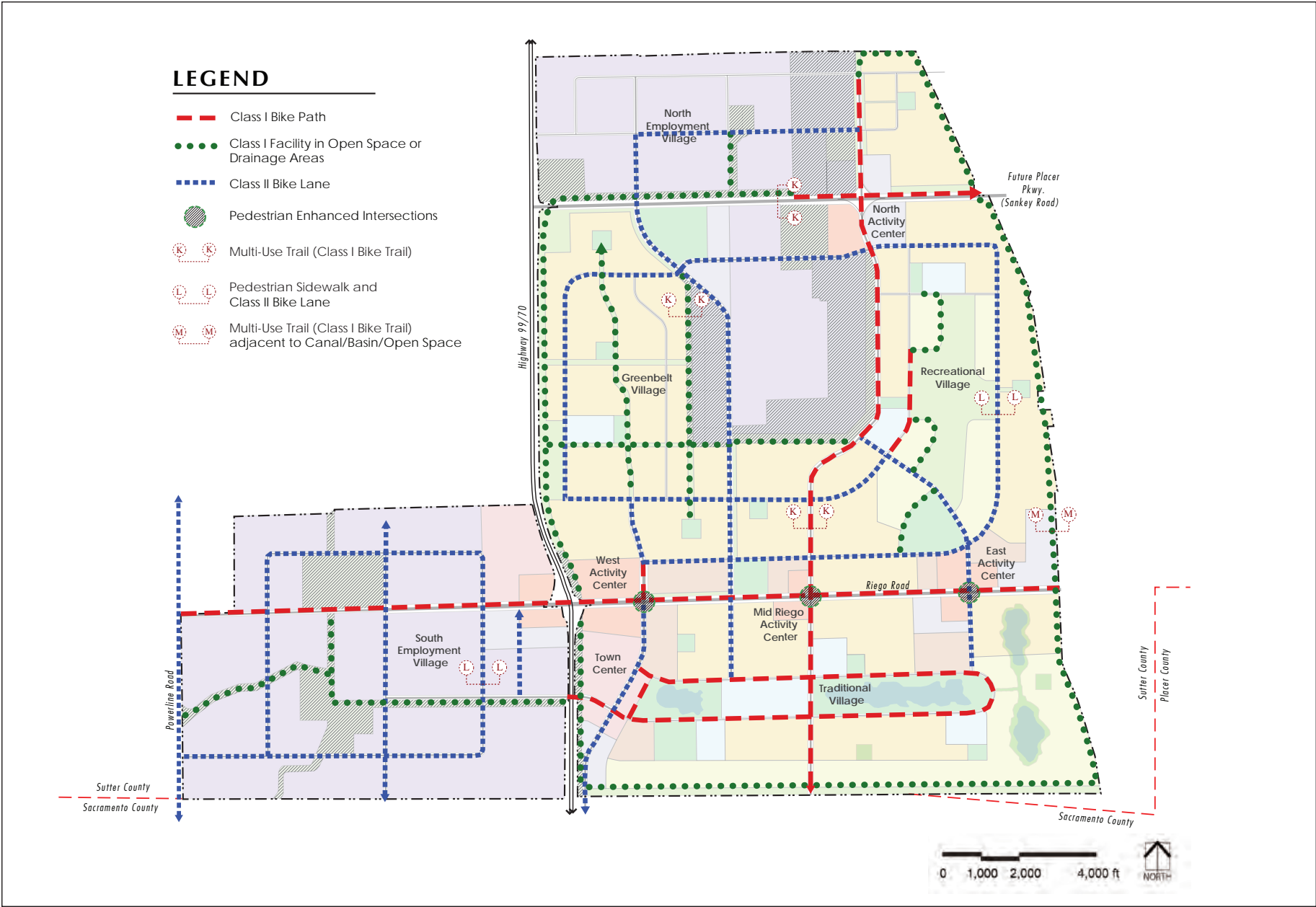
The Sutter Pointe Plan area provides for 12-foot-wide multi-use trails that are buffered from the street by a 5 to 8-foot-wide planter strip (see Exhibit 6.18). Sections A1-A1, E-E, F1-F1, H-I, and J-J illustrate typical multi-use trail (Class I Bike Path) scenarios. Multi-use trails facilitate both bicycle and pedestrian mobility throughout the villages and centers.

#### ***PEDESTRIAN SIDEWALKS AND CLASS II BIKE LANE (SECTION L-L)***

Class II Bike Lanes are located on streets with pedestrian sidewalks that are buffered from the bike lanes by a planter strip and/or on-street parking (see Exhibit 6.18). Class II Bike Lanes are 5-foot-wide striped bikeways located on collector and arterial streets throughout all villages and centers.

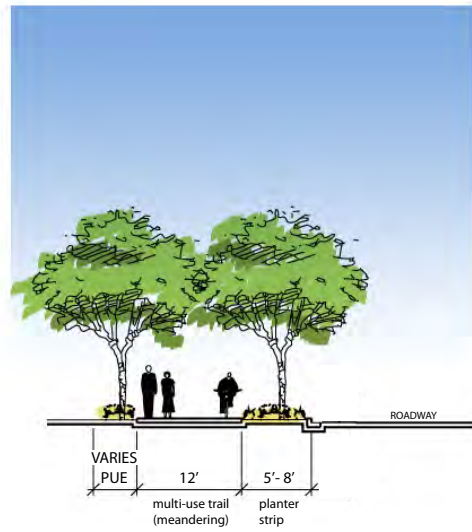
#### ***MULTI-USE TRAIL (CLASS I BIKE PATH) ADJACENT TO CANAL/BASIN/OPEN SPACE (SECTION M-M)***

The Plan area also provides for recreational multi-use trails (Class I Bike Path) along canals, drainage basins, and open space edges. Section M-M consists of a 10-foot-wide multi-use trail with 2-foot-wide decomposed granite (or similar material) paths along both sides. The multi-use trail accommodates both pedestrian and bicycle mobility, and the decomposed granite paths accommodate joggers (see Exhibit 6.18).

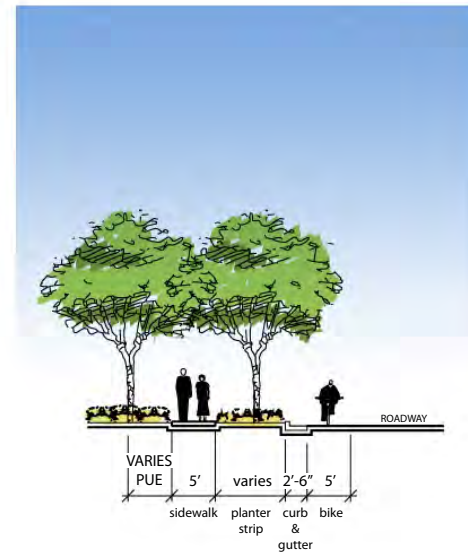


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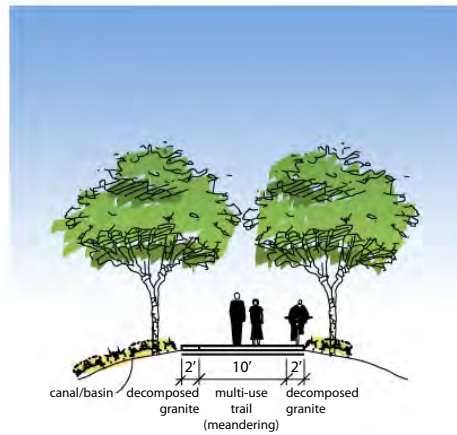
Exhibit 6.17: Alternative Circulation System



Multi-Use Trail (Class I Bike Trail)  
Section K - K



Pedestrian Sidewalk and  
Class II Bike Lane  
Section L - L



Multi-Use Trail (Class I Bike Trail)  
Adjacent to Canal / Basin / Open Space  
Section M - M

Exhibit 6.18: Bicycle and Pedestrian Routes

6.6.2 PEDESTRIAN ENHANCED INTERSECTIONS

The plan identifies three pedestrian enhanced intersections along Riego Road east of SR 99/70. These intersections will be designed in a manner that facilitates safe pedestrian movement, particularly for north-south movements across Riego Road. These enhancements represent an important means of connecting the residential uses located in the Greenbelt and Recreational Villages to the amenities offered by the Town Center and Great Park within the Traditional Village. Specific enhancements to be incorporated at these intersections will be defined upon filing of tentative subdivision maps or improvement plans for adjacent properties. Enhancements may include:

**Crosswalk markings and materials:** Ladder-style markings, changes in pavement material or color, and raised crosswalks alert drivers to possible pedestrians and aid visually impaired pedestrians in crossing at appropriate locations.

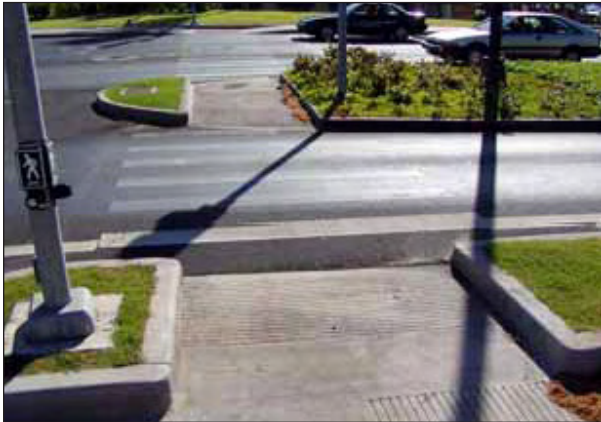
**Enhanced signage and signals:** Pedestrian crosswalk signs and blinking lights (on a sign or set in pavement) alert drivers to pedestrian crossing areas and are often used for mid-block crossings.

**Curb extensions:** Also called bulbouts or bump-outs, curb extensions narrow a street by extending into the parking lane, shoulder area, or curb lane, reducing the crossing distance for pedestrians. Curb extensions can be used at intersections or mid-block where on-street parking is available.

**Crosswalk refuges:** Also called median islands, crosswalk refuges allow pedestrians to cross multi-lane roads more easily by providing a safe space midway across a road where they can wait for a break in traffic. Crosswalk refuges can be combined with pedestrian signs or signals on high volume roadways.

6.6.3 PEDESTRIAN DISTRICT

The intent of a Pedestrian District is to place greater emphasis on pedestrians than automobiles in order to improve walkability. This concept would support increased activity and safety in the pedestrian-oriented Town Center. It is understood that the establishment of a Pedestrian District and the implementation of design features to enhance the walkability of the Town Center may result in slowing the speed of vehicle travel and may reduce the vehicle level of service. Intersections within Pedestrian Districts shall be excluded from the LOS policy. Developers will apply for the Pedestrian District designation at the earlier of an application for a Planned Development plan or filing a tentative subdivision map.



### **CONNECTIONS TO EMPLOYMENT AND RETAIL CENTERS**

Providing bicycle and pedestrian circulation to and within the Town Center and West, North, and East Activity Centers will allow adjacent residents to access uses by bicycle or by walking, thereby reducing automobile trips. Within the entire Plan area, visibility and access for bicyclists will be maximized by either eliminating or creating openings in barriers such as walls, easements, and fences. The Master Air Quality Mitigation Plan (Appendix I) describes the recommended locations of these amenities.

### **PROVIDING BICYCLE AND PEDESTRIAN AMENITIES**

The Specific Plan encourages employers to offer bicyclists and pedestrians incentives to use these alternative modes of transportation to work. Specific recommended incentives include providing bicycle racks and secure bicycle parking, and providing showers and clothing lockers within offices. The location of bicycle racks and/or lockers will be identified on site plans prior to project approval by Sutter County or the City (when incorporated). Bicycle facilities should be located close to building entrances. The amount of bicycle storage to be provided is based on standards identified in the Master Air Quality Mitigation Plan (Appendix I) and Sutter Pointe Land Use and Development Code (Appendix B).

### **SCHOOL ACCESS**

Roadways serving proposed school sites will include a Class I multi-use trail to promote walking and bicycling to school as alternatives to single-occupancy vehicle trips. The CSA, CSD, or City will also coordinate with the school district(s) to ensure provision of crosswalk guards (or to facilitate a volunteer guard program) at crosswalks along school borders to facilitate safe student pedestrian and/or bicycle traffic.

6.7 PUBLIC TRANSIT

A Conceptual Transit Plan (Appendix H) has been developed to incorporate implementation strategies for the transit policies and service standards found in this section of the Specific Plan. The Conceptual Transit Plan (Appendix H) also includes detailed information on phasing, performance standards, costs, and funding. Service levels referenced within the Specific Plan are detailed in the Conceptual Transit Plan (Appendix H).

A new Transportation Management Association (TMA) will be established to oversee provision of transit services within Sutter Pointe. The Sutter Pointe-specific TMA would provide focused and direct information to builders and residents about programs and thereby generate acceptance, recognition, and/or use of transit programs. The TMA will be responsible for implementing the following policies, as established within the Master Air Quality Mitigation Plan (Appendix I) and future TMA Implementation Plan.



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6.7.1 COMPREHENSIVE TRANSIT SYSTEM

**Objective 6.7-1:** Provide a comprehensive transit system complemented by a rideshare program, including commuter express, local neighborhood circulators, and special needs demand responsive services as well as vanpool and carpool programs, and encourage employers and residents to use transit and/or HOV alternatives as commute modes.

**Policy 6.7-1:** Offer reliable, safe, clean, and convenient transit service consistent with established performance standards and available budgets, as set forth in the Conceptual Transit Plan (Appendix H).

**Policy 6.7-2:** Developers will be responsible for project design elements in accordance with transit design guidelines approved by the Transportation Management Association (TMA).

**Policy 6.7-3:** Employers will be responsible, through lease agreements, etc., to participate in rideshare program development and implementation, and transit marketing programs, as discussed in the Master Air Quality Mitigation Plan (Appendix I).

**Policy 6.7-4:** Minimize travel time and wait time for transit passengers and rideshare program participants.

**Policy 6.7-5:** Minimize air quality impacts by using clean fuel technology (or other proven technology) transit and rideshare fleet vehicles.

**Policy 6.7-6:** Transit routes shall be established and service shall be provided when an identified need has been established by the Transportation Management Association (TMA) in conjunction with phasing estimates found in the Conceptual Transit Plan (Appendix H).

**SERVICE LEVELS:**

- One-way transit travel time, including wait time, shall be less than two times the automobile travel time equivalent.
- Routes shall mainly offer round-trip service and avoid lengthy one-way trips.

When new communities such as Sutter Pointe are established, they do not meet the standard minimum population thresholds to provide efficient transit service. By the time transit is feasible, residents have established driving commute patterns, and the opportunity to gain riders is lost. Ridership counts show higher ridership rates in communities with the early introduction of transit, compared to communities where transit was introduced later, after population thresholds were met. Providing mobility options such as transit service to accommodate the travel demands of future residents and employees has been shown to reduce traffic congestion and demand for roadway lanes.

To address these issues, transit-related information will be offered to residents at the time they purchase or lease property, and to employees at the time of hire. Information shall be posted in employee break rooms, and will also be available to sales and leasing agents and employers through the TMA.

Commuter, fixed route, and dial-a-ride services will be implemented according to thresholds and available budgets identified in the Conceptual Transit Plan (Appendix H).

The Master Air Quality Mitigation Plan (Appendix I) outlines the responsibilities of the developer and major employers to create programs and project design criteria that maximize transit use. The Conceptual Transit Plan (Appendix H) describes implementation of the identified service standards.

Prior to transit vehicle purchases or leases; the TMA will consult with the Feather River Air Quality Management District to determine the best selection and use of low emitting vehicle options or new pollution reducing technologies. The TMA will choose the lowest emitting option within budget constraints.

Prior to development and as development occurs; population density, identified need, and available funding will be evaluated by the TMA for transit service implementation. The TMA will review transit needs and transit service locations using standards found in the Conceptual Transit Plan (Appendix H), and develop an annual implementation plan.

The quality of service (e.g., passenger loads, reliability, travel time) and availability (e.g., frequency, operating hours, headways, coverage) will also be reviewed as part of an annual assessment. If the results are below the standards identified in the Conceptual Transit Plan (Appendix H), improvements will be implemented and additional funding sources identified as needed.

### 6.7.2 COMMUTER EXPRESS BUS SERVICE

A key component of the Sutter Pointe mobility plan is the ability to provide peak period express transit services for commuters from/to Sutter County, to Sacramento County and to Placer County. Ultimately, through the preservation of right-of-way, the project supports the extension of the Downtown Natomas Airport (DNA) light rail line and/or bus rapid transit (BRT).

Initially, express commuter buses will likely stop at the Sutter Pointe Transit Center located off of SR 99/70 in the Town Center, picking up residents in the morning peak period and taking them to job locations in the greater downtown Sacramento area with a return service in the afternoon peak period. Commuter service will begin when at least 50 riders have been identified to one fixed location, for example, service to downtown Sacramento. At this time, it is anticipated that service will be provided through Yuba-Sutter Transit. Destinations outside Sacramento, such as employment centers in Placer County, may be provided by another transit operator or private service.

**Policy 6.7-7:** *To provide for transit services, land shall be dedicated near SR 99/70 and the Town Center to facilitate timely pick-up/drop-off of bus riders originating from Yuba City to Sutter Pointe to downtown Sacramento.*

**Policy 6.7-8:** *Service shall be offered to downtown Sacramento, Sutter County, Placer County, and other service areas as needs are identified through the annual review process.*

#### **SERVICE LEVELS:**

Service shall be implemented as funding becomes available and as needs are identified. In addition to Community Facilities District (CFD) funding, residents (riders) will be required to pay a monthly fare for this service (unless otherwise subsidized through employer or other programs). Capital costs would be recovered through the Community Facilities District, development impact fees, and as public funding is available. Transportation Development Act (TDA) funding will also be requested.

**6.7.3 LOCAL TRANSIT SERVICE**

Local transit service within the Specific Plan area is proposed to provide critical linkages between jobs and housing, school, recreation, medical, and shopping uses.

**Policy 6.7-9:** Shuttle service shall serve residents, employees, and students. Routes and services shall be identified as the project develops as described in the Conceptual Transit Plan (Appendix H).

**Policy 6.7-10:** Support bus service shall be coordinated with the school district to assist student transit use for after school activities such as sport practice or club activities. Coordination between Yuba-Sutter Transit and the school district is encouraged in order to facilitate a complimentary bus transit system that meets community needs.

Typically, basic bus service would not be provided to areas with a density of less than 7 dwelling units/acre. However, shuttle services including am/pm peak service and midday school support service will be provided. Routes have not yet been identified, and the lengths of the proposed routes are necessary to determine how many vehicles are needed. Standards proposed in the Conceptual Transit Plan (Appendix H) shall be followed to determine timing, number of routes, and location of bus stops.

As phases develop and routes are defined, the number of shuttles providing service may need to be adjusted. Funding for local service will be coordinated by the TMA and derived from the County Service Area, Community Facilities District, development impact fees, and available public funding sources.

**SERVICE LEVELS:**

- Service during peak periods of travel shall be provided at a minimum 30 minute frequency. Non-peak service shall have a minimum frequency of 60 minutes.

**6.7.4 REGIONAL TRANSIT**

Regional transit service could be provided, creating key linkages both north-south and east-west via Light Rail Transit (LRT), Bus Rapid Transit (BRT), and/or express bus.

**Policy 6.7-11:** Reserve right-of-way to allow for potential future regional LRT or BRT service on Riego Road and SR 99/70.

**Policy 6.7-12:** Reserve right-of-way for transit centers to serve all modes including regional service. Right-of-way should be developed for potential separate transit busway (LRT, BRT, or other) to be used in advance of this service as an HOV lane.

An extension of the north-south DNA light rail line (via either LRT or BRT) may connect Sutter Pointe riders with other transit services at the Sacramento Regional Intermodal Center, including the Capital Corridor trains, Sacramento RT light rail lines, and 13 suburban bus operators.

East-west regional service could be provided via BRT service or express bus. BRT is a premium bus service with large, easily identified vehicles and stations that allow rapid boarding capabilities (often using low-floor vehicles). Fast, efficient east-west service is critical to connect southwest Placer County residents with jobs at Sutter Pointe, and Sutter Pointe residents with schools and jobs in south Placer County, including Placer Vineyards and Roseville.

Additionally, right-of-way is reserved within the Town Center to allow for efficient BRT or LRT connections to the Sutter Pointe Town Center Transit Center.

**6.7.5 SPECIALIZED TRANSIT SERVICE**

Specialized services shall be provided to accommodate needs such as demand-responsive or paratransit services.

**Policy 6.7-13:** Dial-a-ride (demand responsive) service shall be provided to those needing door-to-door travel.

Vehicle types for specialized transit service could vary depending on demand levels, from full-size busses to smaller 15-20 passenger shuttle vehicles or taxis. Because paratransit or demand responsive service is required to be provided by a public transit agency, and the agency providing such services is not known at this time, interim service will not be provided. A forum for identifying need will be provided to residents and provision of service will be evaluated and implemented through the TMA based on need and budget as identified in the Conceptual Transit Plan (Appendix H).

6.8 TRANSIT SUPPORTING INFRASTRUCTURE

Sutter Pointe’s future transit system is a key component required to meet the regional and local mobility needs of residents and employees. In turn, successful operation and high use of the transit system relies on a system of supporting infrastructure, including park-and-ride lots, transit shelters, and transit centers. Spacing, ridership volume criteria, and design standards are provided in the Conceptual Transit Plan (Appendix H).

**Objective 6.8-1:** Facilitate convenient and comfortable transit use by providing park-and-ride lots, transit shelters/benches, and transit centers.

6.8.1 TRANSIT SHELTERS/BENCHES

- Policy 6.8-1:** Shelters (covered and lighted) or benches (seating) shall be provided at transit stops as an amenity to encourage transit use.
- Policy 6.8-2:** Shaded pathways from employment areas to transit stops/shelters should be provided by the developer as part of the site plan to encourage transit use.
- Policy 6.8-3:** Commercial developments shall minimize the distance between transit stops and activity locations to accommodate rider accessibility as specified in the Master Air Quality Mitigation Plan (Appendix I).
- Policy 6.8-4:** Crosswalks shall have a surface treatment to assist convenient and safe pedestrian access to transit stops and shelters.
- Policy 6.8-5:** To accommodate future bus service, development occurring at conceptually planned transit shelter locations (identified in Appendix H, Conceptual Transit Plan) shall be required to allocate space for, and electrical wiring to, the transit shelter site.



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6.8.2 TRANSIT CENTERS

As shown on the Specific Plan land use exhibit, three transit centers are proposed to serve Sutter Pointe. One is located within the Town Center near SR 99/70, one is proposed in the East Activity Center along Riego Road, and one is proposed in the North Activity Center, near the proposed interchange of a new north-south arterial and Sankey Road (future Placer Parkway).

**Policy 6.8-6:** Transit centers shall accommodate park-and-ride spaces, a transit shelter, bus turnouts, and local shuttle and taxi service.

**Policy 6.8-7:** Through the TMA, transit centers shall provide information on programs and services, schedules, and marketing materials promoting alternative modes of transportation.

**Policy 6.8-8:** Land shall be dedicated at the transit centers to accommodate future light rail or BRT stations. Specific locations and site improvements for land dedication are outlined in the Conceptual Transit Plan (Appendix H), and will be finalized upon submission of tentative subdivision maps.

**Policy 6.8-9:** The Specific Plan establishes approximate acreages for each of three proposed transit centers. The actual size of each transit

center shall be determined as service levels defined in the Conceptual Transit Plan (Appendix H) are met. The size of the transit centers may be amended through mutual agreement between the lead agency (CSA, CSD, or City) and the TMA.

**FACILITY NEEDS:**

- A Town Center Transit Center approximately 5.0 acres in size will be constructed within Phase 2 of the Specific Plan. An East Activity Center Transit Center approximately 3.0 acres in size will be constructed within Phase 3 of the Specific Plan. A North Activity Center Transit Center approximately 3.0 acres in size will be constructed within Phase 4 of the Specific Plan. Construction and operation of the Transit Centers shall be coordinated by the TMA.
- A minimum of 10 bicycle lockers shall be provided initially at each center, with the need for additional units assessed annually by the TMA.
- Frame locking racks for a minimum of 25 bicycles shall be provided at each center, with the need for additional units assessed annually by the TMA.

6.8.3 PARK-AND-RIDES

**Policy 6.8-10:** Park-and-ride areas shall be provided within the transit centers to facilitate transit riding and carpooling. The number of spaces provided shall ultimately be determined by the TMA at the tentative map stage following guidelines provided in the Conceptual Transit Plan (Appendix H).

Until regional transit service is available, park-and-ride lots will be primarily utilized by carpoolers. At buildout, with regional service implemented, demand for park-and-ride lots used by both transit patrons and carpoolers could be in the range of 200-300 parking spaces. However, because future demand is unknown, providing for and striping a parking lot that would largely remain empty is not recommended. Rather, space to accommodate future parking will be reserved, and a limited number striped to accommodate those utilizing commute bus service and carpoolers, with the remaining area landscaped. Provision of park-and-ride facilities for Phase 1 will be determined at the tentative map stage.

CHAPTER 7:  
Affordable Housing





## 7.1 AFFORDABLE HOUSING REQUIREMENTS

This section of the Specific Plan addresses provision of affordable housing within the Plan area in a manner consistent with established County requirements.

**Objective 7.1-1:** Assist in providing housing to meet the needs of very low-, low-, and moderate-income groups and insure that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status, or physical ability.

**Policy 7.1-1:** Assist the County in meeting its regional housing needs goal.

**Policy 7.1-2:** Provide an adequate housing supply with a balanced inventory of dwelling types and densities.

**Policy 7.1-3:** Retain flexibility in the provision of affordable housing within the Specific Plan area. The intent of the Specific Plan is to provide the required number of affordable units or the resources to develop the required number of affordable units for the Sutter Pointe community. This may occur on- or off-site by meeting the requirements outlined within the County Affordable Housing Ordinance and listed within the Specific Plan, as determined within the project Development Agreements.

**Policy 7.1-4:** The owner(s) of each land use parcel shall have the ability to transfer the affordable obligation from one parcel to another without amendment to this Specific Plan.

The Sutter County Housing Element establishes a goal to encourage the adequate supply of various housing types at a range of densities. Chapter 1600 of the Sutter County Ordinance Code, the County’s Affordable Housing Program Ordinance, specifies that five percent of housing development projects of 10 or more dwelling units be set aside for moderate- or low-income households as for-sale affordable units, and very low- and low-income households as affordable rental units.

The Sutter Pointe Specific Plan proposes a mix of housing types that consist of primarily medium density single-family residential neighborhoods. The Plan also includes low and high density residential housing dispersed in various locations. Medium and high density parcels generally have lower per unit land and development costs and provide the greatest opportunities to create affordable housing.

Sutter Pointe’s affordable housing strategy has been structured to be consistent with and implement the County’s Affordable Housing Program Ordinance. The Specific Plan also provides for 3,000 senior housing units to be located throughout the Plan area, which provide additional affordable housing opportunities for seniors.



**7.2 DEFINITION OF HOUSING AFFORDABILITY**

Both State law and County ordinances define affordability in terms of target income households and the relative percentage these households must pay to purchase or rent decent and safe housing. Target income households include the categories Very Low-, Low-, and Moderate-income (see Table 7.1).

Numerous assumptions are required to translate household income to affordable rental rates and purchase prices. Lenders ultimately determine the actual purchasing power of household income at a given point in time. For planning purposes, the County assumes that moderate-, low-, and very low-income households should not spend more than 30 percent of their monthly gross income on housing costs, including utilities.

It is recognized that the various factors that determine affordability continually change, and that project-specific affordability standards will be established and adjusted as development occurs.

**TABLE 7.1: DEFINITION OF HOUSEHOLD INCOME CATEGORIES**

INCOME CATEGORY	PERCENT OF MEDIAN INCOME
Very Low-Income	Less than 50 percent of Median
Low-Income	Between 50 percent and 80 percent of Median
Moderate-Income	Between 81 percent and 120 percent of Median
Above Moderate-Income	More than 121 percent of Median

**7.3 AFFORDABLE HOUSING PROGRAM**

Consistent with the County’s Affordable Housing Program, approximately 5 percent of the units (875 units) in the Plan area have been designated for moderate-, low-, and very low-income households. This includes a mix of purchase housing affordable to moderate-income households and rental housing affordable to low- and very low-income households. In addition, 3,000 senior units are proposed to be developed within the Plan area, some of which may be used to meet the 5 percent goal.

Consistent with the County’s Housing Element policies supporting provision of affordable housing by target income groups, as well as 2007 Regional Housing Needs Assessment allocations for Sutter County, approximately 33 percent of the proposed affordable units will be available to very low-income residents, 27 percent to low-income residents, and 40 percent to moderate-income residents. Sutter Pointe’s affordable housing goals are summarized in Table 7.2.

Affordable housing units within the Sutter Pointe Specific Plan should be located near transit routes and centers and within close proximity to retail and service centers to allow for easy access to goods, services, and transit. Whenever possible, affordable housing units should also be located in close proximity to schools. Desirable locations for affordable housing include those adjacent to the mixed-use Town Center and East Activity Center.

**TABLE 7.2: SUTTER POINTE SPECIFIC PLAN AFFORDABLE HOUSING GOAL**

Total Dwelling Units	17,500
5% Affordable Housing Goal	875
Total Affordable Units required	875
	<b>Number of Units/ Percent of Total Affordable Units</b>
Moderate-income (purchase)	346 (40 percent)
Low-income (rental)	236 (27 percent)
Very low-income (rental)	293 (33 percent)

The Sutter Pointe Specific Plan affordable housing goal has been allocated on a pro-rated basis to each residential parcel within the Plan area to Mixed-Use, Low Density Residential, Medium Density Residential, and High Density Residential sites as identified in Table 7.3. Senior housing units have similarly been allocated. The intent is to ensure that each parcel shares in the obligation to provide both affordable and senior housing.

However, the financial reality of developing affordable and senior housing will likely result in a transfer of affordable and/or senior units from Low Density Residential parcels to High Density and possibly Medium Density Residential parcels. The owner(s) of each land use parcel will have the ability to transfer the affordable obligation from one parcel to another without amendment to this Specific Plan provided the owner(s) of the receiving parcel(s) consent, the number of transferred affordable and/or senior units does not exceed the overall density established for the receiving land use parcel (shown in Table 3.5 of Chapter 3, Land Use), and the transfer does not result in a net reduction of affordable or senior housing units to be provided within the current

development phase. Exceptions to these transfer provisions may be approved by the Planning Commission to promote construction of high-quality affordable housing projects. An Affordable Housing Development Agreement or other form of documentation is required for each parcel with an affordable or senior housing allocation to detail and secure specific requirements and obligations.

Among other provisions, the Affordability Agreement will:

- Document any transfers of affordable and/or senior housing obligations between land use parcels;
- Specify the number of affordable units to be reserved at each income level;
- Specify the term of the affordability obligation;
- Establish conditions of sale for purchase units; and
- Establish criteria and a basis for annual rent or purchase price increases.

Project applicants will be required to submit a site plan that identifies the location of each type of affordable and/or senior unit within the proposed development. Affordable rent for each unit will be determined by the Sutter County Housing Authority on an annual basis.

The requirements of the affordable housing ordinance will be satisfied using a combination of tools that may result in some on-site affordable housing development. Alternative means may also be employed for meeting the remaining percentage of affordable housing units that are not constructed, such as irrevocable land dedication, paying an in-lieu fee, or working with a non-profit housing developer to provide affordable units elsewhere in Sutter County.

The Sutter County Housing Authority is able to develop affordable units using these alternatives to on-site development. It is the County's goal that the required number of affordable units be constructed and that the units be affordable to very low-, low-, and moderate-income households.

The County has established the following incentives to encourage development of affordable housing units:

- Fast track application processing;
- Fee waivers;
- Density bonuses;
- Reduction of design and development standards;
- Accelerated infrastructure improvements; and
- Technical and financial assistance.

TABLE 7.3: AFFORDABLE AND SENIOR HOUSING ALLOCATION

Land Use Parcel	Total Dwelling Units	Senior Units	Total Affordable Units (5% of dwelling units)	Very Low-Income	Low-Income	Moderate-Income
<b>MIXED USE (MU)</b>						
MU-1	196	34	10	3	3	4
MU-2	43	7	2	1	1	0
MU-3	30	5	2	1	1	0
MU-4	22	4	1	0	0	1
MU-5	308	53	15	5	4	6
<b>Subtotal</b>	<b>599</b>	<b>103</b>	<b>30</b>	<b>10</b>	<b>9</b>	<b>11</b>
<b>LOW DENSITY RESIDENTIAL (LDR)</b>						
LDR-1	79	14	4	1	1	2
LDR-2	84	14	4	1	1	2
LDR-3	65	11	3	1	1	1
LDR-4	112	19	6	2	2	2
LDR-5	168	29	8	3	2	3
LDR-6	259	44	13	4	4	5
LDR-7	694	119	35	12	9	14
<b>Subtotal</b>	<b>1,461</b>	<b>250</b>	<b>73</b>	<b>24</b>	<b>20</b>	<b>29</b>
<b>MEDIUM DENSITY RESIDENTIAL (MDR)</b>						
MDR-1	123	21	6	2	2	2
MDR-2	86	15	4	1	1	2
MDR-3	81	14	4	1	1	2
MDR-4	673	115	33	11	9	13
MDR-5	640	110	32	11	9	12
MDR-6	318	55	16	5	4	7
MDR-7	331	57	17	6	5	6

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Land Use Parcel	Total Dwelling Units	Senior Units	Total Affordable Units (5% of dwelling units)	Very Low-Income	Low-Income	Moderate-Income
MDR-8	269	46	13	4	4	5
MDR-9	105	18	5	2	1	2
MDR-10	271	46	14	5	4	5
MDR-11	304	52	15	5	4	6
MDR-12	157	27	8	3	2	3
MDR-13	1,588	272	78	26	21	31
MDR-14	132	23	7	2	2	3
MDR-15	241	41	12	4	3	5
MDR-16	285	49	14	5	4	5
MDR-17	315	54	16	5	4	7
MDR-18	169	29	8	3	2	3
MDR-19	107	18	5	2	1	2
MDR-20	173	30	9	3	2	4
MDR-21	452	77	23	8	6	9
MDR-22	231	40	12	4	3	5
MDR-23	454	78	23	8	6	9
MDR-24	494	85	25	8	7	10
MDR-25	373	64	19	6	5	8
MDR-26	471	81	24	8	6	10
MDR-27	363	62	18	6	5	7
MDR-28	355	61	18	6	5	7
MDR-29	498	85	25	8	7	10
MDR-30	603	103	30	10	8	12
MDR-31	402	69	20	7	5	8

Land Use Parcel	Total Dwelling Units	Senior Units	Total Affordable Units (5% of dwelling units)	Very Low-Income	Low-Income	Moderate-Income
MDR-32	346	59	17	6	5	6
MDR-33	604	104	30	10	8	12
<b>Subtotal</b>	<b>12,014</b>	<b>2060</b>	<b>600</b>	<b>201</b>	<b>161</b>	<b>238</b>
<b>HIGH DENSITY RESIDENTIAL (HDR)</b>						
HDR-1	756	129	38	13	10	15
HDR-2	282	48	14	5	4	5
HDR-3	202	35	10	3	3	4
HDR-4	402	69	20	7	5	8
HDR-5	692	119	35	12	9	14
HDR-6	654	112	33	11	9	13
HDR-7	438	75	22	7	6	9
<b>Subtotal</b>	<b>3,426</b>	<b>587</b>	<b>172</b>	<b>58</b>	<b>46</b>	<b>68</b>
<b>TOTAL</b>	<b>17,500</b>	<b>3,000</b>	<b>875</b>	<b>293</b>	<b>236</b>	<b>346</b>

## 7.4 FLEXIBILITY IN IMPLEMENTATION

Creative approaches to providing a range of housing opportunities to meet the needs of moderate, low-, and very low-income households will be explored by the project developers. It is important to retain flexibility to ensure that affordable housing goals are achieved. For residential development projects in which on-site construction of affordable units is not feasible, as defined in Section 1600-200 of the Affordable Housing Program Ordinance, a project applicant may request approval from the Planning Commission of an alternative, or combination of alternatives, to on-site construction or affordable housing. Requests and plans shall be submitted at the time of tentative subdivision map (or design review in the case of multi-family sites) application submittal and may be approved, conditionally approved, or rejected by the Planning Commission.

The following may be considered as alternative means to assist in achieving affordable housing goals. One or more of these techniques may be specified and detailed in the Project Development Agreements and subject to Affordability Agreements.

### ***OFF-SITE CONSTRUCTION REQUEST***

As an alternative to on-site construction, a project applicant may request the Planning Commission approve off-site construction of affordable units. The units may be constructed on land previously dedicated to the County or to a non-profit housing corporation engaged in the development of affordable housing within the unincorporated area of the County, or on property owned by the project applicant elsewhere within the unincorporated area of the County.

### ***IRREVOCABLE OFFER TO DEDICATE LAND***

As an alternative to on-site construction, a project applicant may irrevocably offer to dedicate sufficient land zoned for and approved for residential development at a density consistent with the General Plan. Such sites must be of sufficient size to allow for development of a number of affordable units at least equal to the number otherwise required by the Affordable Housing Program Ordinance. The land that is dedicated must be of at least equal value to the in-lieu fee that would otherwise be paid, as supported by an appraisal performed by a State certified appraiser. The project applicant must identify the land to be dedicated at the time the

project applicant applies for the project approval, but no later than the application for a tentative subdivision or parcel map. Such requests are subject to County analysis of the appropriateness of such dedication and an agreement between the project applicant and the County.

### ***PAYMENT OF IN-LIEU FEES***

As an alternative to on-site construction of residential units or the dedication of land, the Planning Commission, upon request by the project applicant, may approve the payment of an in-lieu fee to an established Affordable Housing Trust Fund for future construction of affordable units. To implement this option, a fee schedule must be adopted and periodically amended by resolution of the Board of Supervisors. The in-lieu fee must be paid prior to the issuance of a certificate of occupancy for the market rate units in the residential development.

The County has not established an in-lieu fee, and would need to do so in order for this option to be used. The in-lieu fee would be roughly equal to the cost to develop an affordable housing unit, minus any federal or state subsidy that may be attained and applied.

***NON-PROFIT AGENCY AND HOUSING AUTHORITY PARTICIPATION***

As an alternative to on-site construction of affordable units, a project applicant may request the Planning Commission's approval to allow the project applicant to work with non-profit agencies or the Housing Authority in creating affordable housing units on another site. A plan describing such a partnership and the project must be submitted to the Community Services Department for review by the Planning Commission. The number of affordable units proposed in such a partnership project must be at least equal to the number of units required to be built by the project applicant if such a partnership does not exist.

***DEVELOPMENT OF SECOND UNITS***

Second units provide affordable units for residents within the community such as seniors, students, the disabled, in-home health care providers, and family members. In addition, homeowners benefit by receiving a secondary source of income.

The County reserves the right to consider alternatives to achieving affordable housing within the Sutter Pointe Specific Plan should the cost of producing the affordable housing preclude the County from accessing federal and state financing programs, or legislation mandates the County to alter its approach to affordable housing.

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CHAPTER 8:  
Community Facilities and Services





Providing high-quality community facilities and services for future residents and employees is a key objective of the Specific Plan. This chapter describes public services to be provided within the community including administrative services, road maintenance, park maintenance, fire protection and law enforcement, schools, libraries, and solid waste collection and disposal.

This chapter also identifies a proposed structure to provide community facilities and services and describes the proposed community facilities and urban services to be provided at Sutter Pointe.

**Objective 8.1-1:** *Ensure timely implementation of public facilities to maintain public service levels specified in this plan.*

Parks and recreation facilities and services are discussed in Chapter 4, Parks and Open Space. Refer to Chapter 6, Transportation and Circulation for information on roadways, public transit systems, and trails. Refer to Chapter 9, Infrastructure for information regarding construction and maintenance of drainage, water, and sewer facilities. Refer to Chapter 10, Implementation for information regarding phasing and financing of facilities. Refer to Appendix F, Urban Services Plan, for additional detail supporting policies established in this Chapter.

### 8.1 URBAN SERVICE PROVIDERS

Table 8.1 lists the recommended urban service providers for the Sutter Pointe community. Services listed as the responsibility of a CSA or CSD may be transferred to the new city government upon or shortly after incorporation. Other services, such as law enforcement, fire protection, and transit may also be transferred to the new city government if the new government has the capacity to operate such services at desired levels, or may be contracted to other appropriate agencies.

Areas served by existing dependent special districts within the Specific Plan area will be detached from the special districts and become part of the CSA or CSD. An ultimate service area (sphere of influence) that is coterminous with the boundaries of the Specific Plan area will be established, and development will be conditioned to provide adequate revenues to achieve service levels identified within the Specific Plan.

Some services, by state statute, are the exclusive responsibility of a county to provide to both cities and unincorporated areas. Such services will continue to be provided by Sutter County to the Sutter Pointe community.

Community service levels presented in this section correspond to the buildout condition of the Sutter Pointe community. Service levels to be provided as the community develops incrementally may vary from these levels, as described in the Urban Services Plan (Appendix F) and Development Agreements that accompany the Specific Plan.

The primary goals of the Urban Services Plan (Appendix F) are to:

- establish levels of urban services for the Plan area commensurate with a suburban community;
- identify funding sources to sustain services in the Plan area; and
- identify a long-term administrative structure for the delivery of urban services to the Plan area.

To achieve these goals, the Urban Services Plan (Appendix F) describes what services are needed in the Sutter Pointe community, and is supported by the County Facilities Master Plan which identifies where and how to build necessary facilities.

**Policy 8.1-1:** *A County Facilities Master Plan shall be prepared following adoption of the Specific Plan, but prior to the filing of the first tentative subdivision map for the Specific Plan area.*

The County Facilities Master Plan will describe the desired siting, design, construction, and equipment for the Civic Center, Corporation Yard, Fire Stations, Sheriff's Substation, Library, and Transit Centers proposed within this Chapter. The actual size and number of facilities described in this section may change as more detailed analysis is completed as part of the County Facilities Master Plan.

**TABLE 8.1: RESPONSIBILITY FOR URBAN SERVICES**

Service	Current	Before Incorporation	After Incorporation
Animal Control	Sutter County	CSA/CSD	City
Community Development/ Planning	Sutter County	Sutter County	City
Fire Protection	Pleasant Grove Fire Department	CSA/CSD	City
Law Enforcement	Sutter County Sheriff	Sutter County Sheriff	City
Traffic Enforcement	California Highway Patrol	California Highway Patrol	City
Library	Sutter County Library	Sutter County Library	Sutter County Library
Parks, Recreation & Open Space	Sutter County	CSA/CSD	City
Public Works	Sutter County	CSA/CSD	City
Schools	Pleasant Grove Elementary School District and East Nicolaus High School District	Pleasant Grove Elementary School District and East Nicolaus High School District	Pleasant Grove Elementary School District and East Nicolaus High School District
Solid Waste	Regional Waste Management Authority / Yuba-Sutter Disposal	Regional Waste Management Authority / Yuba-Sutter Disposal	Regional Waste Management Authority / Yuba-Sutter Disposal
Transit	Yuba-Sutter Transit	CSA/CSD/Transportation Management Agency	City/Transportation Management Agency

### 8.2 CIVIC/GOVERNMENT CENTER

The planned civic and government center for Sutter Pointe is located in the mixed-use Town Center just west of the Great Park, and will include Sutter Pointe's central police station, as described in Section 8.5.

When Sutter Pointe incorporates, many of the interim functions the County or CSA/CSD provide will be placed under the authority of the new city. As such, the community needs a core area and network of buildings to contain the city staff and materials needed to maintain a full-service community. The Civic Center site will be available in Phase 2 of the Specific Plan. Siting criteria and design intent for the Civic Center are established in the Sutter Pointe Design Guidelines (Appendix A).

**Policy 8.2-1:** *Establish a civic center facility located within the Town Center to support administrative and civic functions of the community. Location and construction timing details of interim County facilities will be identified in the County Facilities Master Plan.*

#### **SERVICE LEVEL:**

Provide the following government functions: Board/City Council, Executive/City Manager, County Counsel/City Attorney, County/City Clerk, County/City Treasurer, Administrative Services, Finance, Human Resources, and Recreation Services. Services shall include:

- policy direction;
- financial oversight;
- community development/planning;
- organizational management;
- customer service to residents and businesses;
- litigation representation and legal advice in government operations; and
- coordination of recreational activities, leagues, programs, and special events.

#### **FACILITY NEEDS:**

Approximately 6.0 acres of the 80.0-acre Town Center mixed-use area will be occupied by the Civic Center. The Civic Center will be approximately 79,500 square feet and include space for administration, law enforcement, a community center, and recreation services. Details on space allocations will be provided in the County Facilities Master Plan. The Civic Center should provide office space for approximately 122 staff.



8.3 CORPORATION YARD

**Policy 8.3-1:** Provide a corporation yard to service and store vehicles, store maintenance equipment, and support public works staff and materials.

**Policy 8.3-2:** The corporation yard shall be located on a site designated for E1 or E2 employment land use. The actual site of the corporation yard shall be determined and land dedicated for this purpose within the County Facilities Master Plan.

**SERVICE LEVEL:**

Provide maintenance and service space to support the following government functions: Park Maintenance, Road Maintenance, Transit Services, and Landscape and Lighting Maintenance. Services supported by the Corporation Yard shall include:

- maintenance of park facilities, including turf, irrigation, lighting, and sport facilities;
- traffic signals, lighting, sign, and surface road maintenance (does not include subdivision roads);
- public transportation services ranging from fixed-route and dial-a-ride to shuttle services supporting regional transit systems and major employment centers;
- management and maintenance of public landscaping, streetlights, irrigation systems, water features, walls, fences, mini-parks, and public art; and
- vehicle maintenance to support law enforcement, fire protection and other community services.

**FACILITY NEEDS:**

Approximately 4.7 acres will be occupied by the Corporation Yard. The Corporation Yard will include approximately 68,000 square feet of indoor storage.

The corporation yard for the Sutter Pointe community will be located within an E1 or E2 employment land use designation west of SR 99/70. The corporation yard will provide warehouse and maintenance space to store extra streetlights, repair city vehicles, and perform needed service and maintenance functions. It will also provide equipment and vehicle storage and maintenance for roadway, water, sewer, and drainage utilities.

8.4 FIRE PROTECTION

**Policy 8.4-1:** Provide adequate facilities to support fire protection and emergency response services from three fire station locations.

**Policy 8.4-2:** The unit of government responsible for fire protection in the Specific Plan area should own all capital assets required to provide the level of service established in this Specific Plan.

**Policy 8.4-3:** Fire department services provided in the Specific Plan area shall consist of fire prevention, fire operations, emergency medical services, hazardous materials, rescue services, and dispatch communication services.

**Policy 8.4-4:** Fire department units responding to medical emergencies within the Specific Plan area shall operate at the paramedic first responder level.

**Policy 8.4-5:** Locate fire stations to take advantage of controlled intersections. Where a fire station exits onto a thoroughfare, it should have control over the flow of traffic with signalization. Fire station entrances onto a roadway should be at least 300 feet from an intersection.

**Policy 8.4-6:** Site fire stations in a manner that ensures the least restrictive routing to remote portions of the station’s primary response area.

**SERVICE LEVEL:**

- Provide an average service level of 1.30 safety employees and 0.31 non-safety employees per 1,000 population.
- Provide six-minute response time 90 percent of the time. Sutter County may reconsider these service levels as growth occurs.

**FACILITY NEEDS:**

Approximately 3.5 acres within the Specific Plan area will be occupied by three fire stations (including a 1.0 acre master fire station, two 0.5 acre sub-stations, and 1.5 acres for support facilities). A total of approximately 32,050 square feet of facility space will be provided. The fire stations will be approximately 24,050 square feet. The fire stations should be designed to support at least 61 safety employees, 15 non-safety employees, and 23 vehicles. In addition, 8,000 square feet of support facilities and 5.0 acres of land dedicated to training facilities will be provided, either within the fire stations or at separate locations within E1 and E2 land use designations, as applicable.

Sutter County Fire Department will provide fire protection, suppression, emergency medical services, and hazardous materials management to the Plan area. The Sutter County Fire Department (County Service Area - F) has a Hazardous Materials Response Team with equipment and personnel trained to mitigate hazardous materials releases. Other services provided include technical rescue capabilities and public education programs promoting fire safety at all local elementary schools.

Three fire station sites are designated within Sutter Pointe, as shown in Exhibit 8.1: one within the Traditional Village, one in the South Employment Village, and one in the North Employment Village. Timing of construction and staffing of each fire station will be completed in a manner that maintains Sutter County Fire Department response standards.

Figure 8.1 shows the location of proposed fire stations. Station #1 is located in the Traditional Village. It will be the first to be built and serve as primary response until such time as the other stations are completed. Station #1 is intended to provide fire suppression services to residential and commercial uses that will come online in the early phases of the Plan. Station #1 will be built in Phase 1 of the Specific Plan.

Station #2 is located in the South Employment Village. It will be built in Phase A of the Specific Plan. Station #3 is located in the North Employment Village adjacent to industrial uses and a regional park. It will be built in Phase C of the Specific Plan.

Stations located in adjacent portions of the County will provide interim and secondary response. Timing and specific details related to the construction of fire station facilities will be addressed in the Public Facilities Financing Plan (Appendix G) and the project Development Agreements. Additional siting criteria for fire stations are provided in the Sutter Pointe Design Guidelines (Appendix A).





Exhibit 8.1: Proposed Fire Station Locations

## 8.5 LAW ENFORCEMENT

**Policy 8.5-1:** *Provide adequate facilities to support high-quality law enforcement services from a substation located in the Civic Center.*

### **SERVICE LEVEL:**

- Provide an average service level of 1.12 sworn officers and 0.62 support personnel per 1,000 population. This includes both County Sheriff and California Highway Patrol (CHP) services.

### **FACILITY NEEDS:**

Approximately 24,000 square feet within the Civic Center will be occupied by law enforcement personnel. Facilities should be designed to support at least 52 sworn personnel, 29 non-sworn personnel, and 45 vehicles.

The Sutter County Sheriff's Department is a full-service California law enforcement agency. The Sheriff's Department is responsible for all law enforcement duties, except traffic enforcement, within the incorporated areas of Sutter County. Exceptions are the City of Live Oak and a large section of Yuba City, in which the Sheriff's Department supplies full law enforcement services by contract or agreement. The Sheriff's Department provides Coroner, Jail, Court Bailiff, and Public Administrator responsibilities

throughout the County, both inside and outside of City jurisdictions. Additionally, the Sheriff's Department operates and maintains a 352-bed County Jail.

Traffic safety and enforcement services within the Specific Plan area are provided by the CHP's Valley division, which has offices in Yuba City and North Sacramento.

The County will provide most law enforcement services to Sutter Pointe, with the exception of traffic safety and enforcement, which will be managed by the CHP. The County Sheriff's Department will provide all operations and will patrol from a substation located within the civic center. All future development within the Specific Plan area will require consultation with the County Sheriff's Department regarding safety and security. Upon incorporation, the new City will assume both law enforcement and traffic safety functions.

### 8.6 SCHOOLS

The three residential villages of Sutter Pointe are located entirely within the service area of the Pleasant Grove Joint Union Elementary School District for grades K-8 and the East Nicolaus High School District for grades 9-12. Residential development pursuant to the plan will increase demand for both K-8 and high school facilities. Pleasant Grove Joint Union Elementary School District currently has one K-8 school that is at or near student capacity. East Nicolaus High School is located on 45.0 acres and has the physical ability to increase capacity on an interim basis through the addition of portable classrooms.

**Policy 8.6-1:** Provide adequate school capacity to serve the number of students anticipated within the Plan area.

**Policy 8.6-2:** Provide for schools that serve as neighborhood centers and joint-use recreation and community facilities as well as places for high-quality education.

Several new schools will be required to serve the Sutter Pointe area. Based on current yield rates for surrounding school districts, the Sutter Pointe Specific Plan will generate an estimated 6,228 K-8 students and 1,887 high school (9-12) students, as shown in Table 8.2.

The Sutter Pointe Specific Plan is required to fully mitigate school impacts in accordance with the School Mitigation Agreements.

School sites have been reserved within the Plan area for the aforementioned local school districts, as shown in Exhibit 8.2. School sites are located within the Specific Plan to ensure that the schools become central features and amenities for the community. They are also co-located with parks to encourage joint-use of school and park facilities. The precise location of school sites may change based upon discussions and agreements with the school districts, but shall comply with the Specific Plan's stated policies. Siting criteria and design characteristics for Sutter Pointe's schools are provided in the Sutter Pointe Design Guidelines (Appendix A).

The School Facilities Master Plan shall address the site design and amenities of each K-8 school within the Plan area, in addition to the planned comprehensive high school, and shall include a detailed development plan for each school site. Preparation of the plan will be required prior to or concurrently with the first tentative subdivision maps.



**TABLE 8.2: STUDENT GENERATION STATISTICS**

Source: Pleasant Grove Union District/East Nicolas High School District

Dwelling Type	Dwelling Units	K-5 Yield	K-5 Students	6-8 Yield	6-8 Students	K-8 Students	9-12 Yield	9-12 Students
Single Family	10,475	.34	3,562	.15	1,571	-	.161	1,686
Multi-Family	4,025	.184	741	.088	354	-	.05	201
Senior	3,000	-	-	-	-	-	-	-
Total	17,500	-	-	-	-	6,228	-	1,887

Type of School	School Capacity	Number of Schools
K-8	1,050	6
9-12	2,000	1

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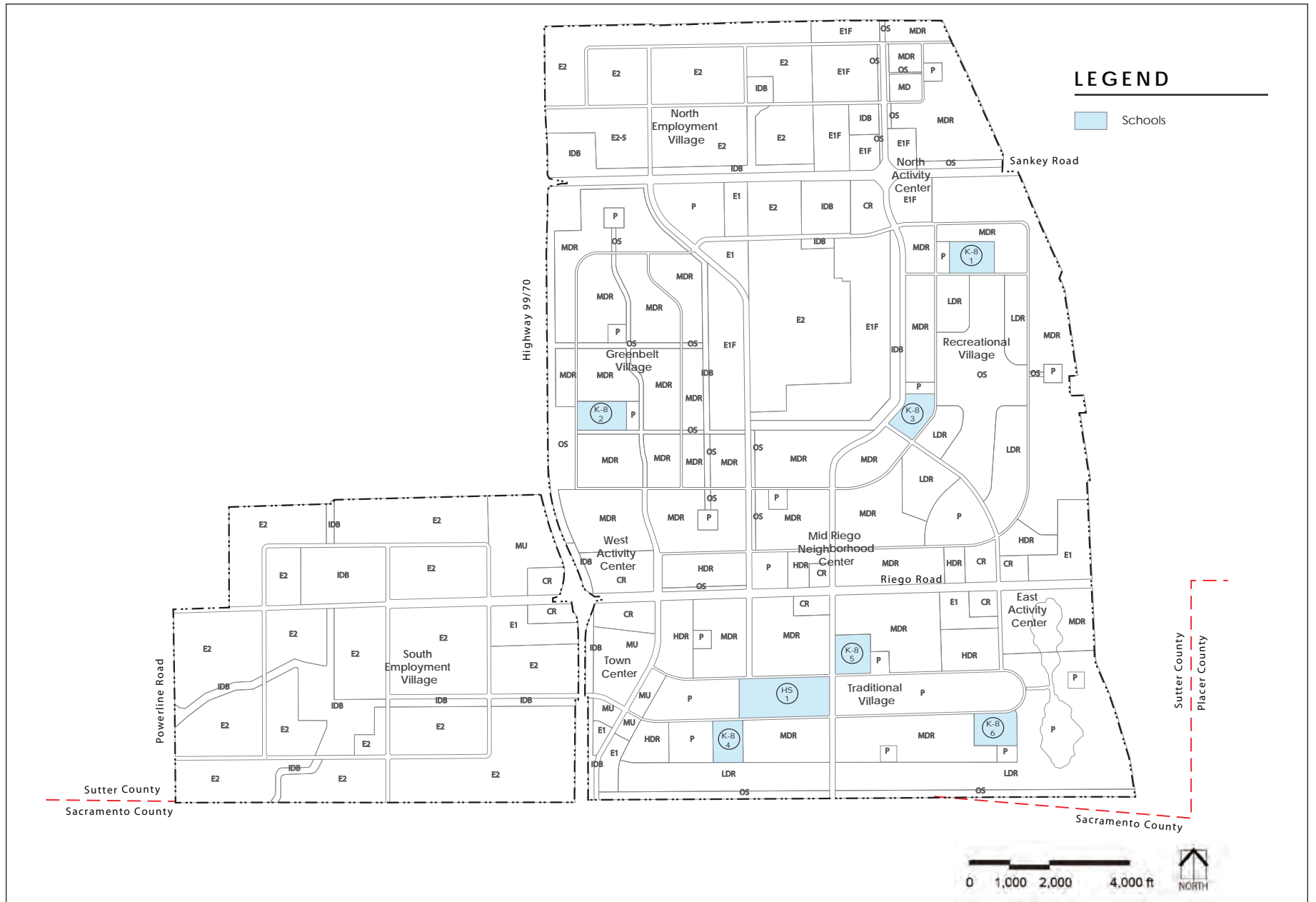


Exhibit 8.2: School Locations

**K-8 SCHOOLS**

**Policy 8.6-3:** Six K-8 school sites of approximately 20.0 acres located adjacent to parks and in the middle of residential areas shall be dedicated and reserved for the school district.

**Policy 8.6-4:** Schools shall be opened on an as-needed basis as determined by the school Mitigation and Funding Agreements.

**Policy 8.6-5:** All K-8 school sites shall have public roadways on at least two sides to allow for proper traffic dispersion before and after school hours and to provide clear separation of parent and school bus traffic.

**Policy 8.6-6:** School facilities may include K-5 schools and junior high schools and a second high school as determined in the School Funding and Mitigation Agreements.

Exhibit 8.3 illustrates a conceptual site plan for a K-8 School. The conceptual site design provides students easy access to their schools while heightening community connection to neighborhood amenities. The schools will be designed to serve as the unifying core for each residential neighborhood. They will function as both physical and social centers that tie each community together, and reflect and enhance the neighborhood identity.

In the conceptual design, enhanced multi-purpose and gymnasium buildings, along with a small outdoor amphitheater, are located adjacent to the park, accessible from the parking lot and in a central location to provide maximum joint-use opportunities. The proposed design will keep buildings accessible from the public side of the school without visitors having to enter the core of the campus. The administration building is located at the intersection of the two roadways making it easily identifiable to all visitors. The library is immediately adjacent to the administration

building at the center of the campus. The kindergarten building is placed close to the drop-off and parking area, adjacent to the administration building for easy supervision and security. The fenced kindergarten play area, with its trees and turf areas, draws the heavily-landscaped street perimeter into the core of the campus. The meandering sidewalks and landscaped street frontages soften the impact of the built environment and will encourage students to walk or bicycle to school, thus enhancing the concept of neighborhood schools.

The conceptual school layout has been designed to accommodate the school district’s planned education model by clustering buildings for grade-appropriate instruction and to allow for team teaching. The capacity of these K-8 facilities may range from 750 to 1,050 students. The concept plan can be modified, as necessary, to ensure that District Master Plan policies are appropriately addressed.



Exhibit 8.3: Conceptual K-8 School Site

Source: Murray and Downs, 2006

**COMPREHENSIVE HIGH SCHOOL**

**Policy 8.6-7:** *A high school site approximately 53.0 acres in size located among recreational amenities shall be dedicated and reserved for the school district.*

**Policy 8.6-8:** *Opening of the new high school within the Sutter Pointe community shall be deferred until an adequate number of students reside in the Plan area to justify operating a comprehensive high school and related programs. The timeframe for opening the high school shall be determined in conjunction with the East Nicolas High School District and the School Mitigation and Funding Agreement.*

**Policy 8.6-9:** *Joint use of high school facilities including the performing arts center and athletic facilities shall be encouraged.*

Exhibit 8.4 shows a conceptual site plan for the comprehensive high school. The proposed design capacity of this facility could range from 1,600 to 2,000+ students. The high school will be designed to encourage joint recreational uses in tandem with adjacent community parks, and create opportunities for a multitude of community use facilities. Meandering walks and landscaped intersections soften the transition from the

residential neighborhoods to parks and the high school campus. Entry structures lead the visitors into the park environment and bring the residential scale out to the street frontage. Enhanced school facilities such as the Performing Arts Center, due to their dual function, are located at the formal entry plaza that connects the school site with the community facilities on the adjacent site. A formal entry to the campus will also slow passing traffic as an added safety measure.

A joint-use athletic complex and multi-purpose building will be located immediately adjacent to adequate parking and will be available for community events. Other joint-use facilities may include an aquatic center, ball fields, a stadium, and tennis and basketball courts. The school buildings face a central student quad that will serve as a gathering space and an outdoor dining area. A two-story academic building will house classroom and laboratory spaces.

The conceptual high school layout can be adapted to a variety of educational programs, such as academic clusters, and clearly separates student, parent, and school bus traffic. All joint-use facilities can be accessed without entering the core of the campus, making it possible to secure the campus

to allow after-hours use of the joint-use community facilities. This proposed multi-use facility allows for the creation of a true community center, including opportunities for adult education.

Construction and occupancy of new residential units pursuant to the Specific Plan may cause East Nicolaus High School to exceed capacity prior to development of the proposed high school within Sutter Pointe. However, the existing high school has the ability to add interim classrooms that could be relocated to the new high school. Therefore, opening of the new high school will be deferred until an adequate number of students reside in the Plan area to support the high school facility and associated programs. The timeframe for opening the high school shall be determined in conjunction with the East Nicolas High School District, consistent with the School Mitigation and Funding Agreement.

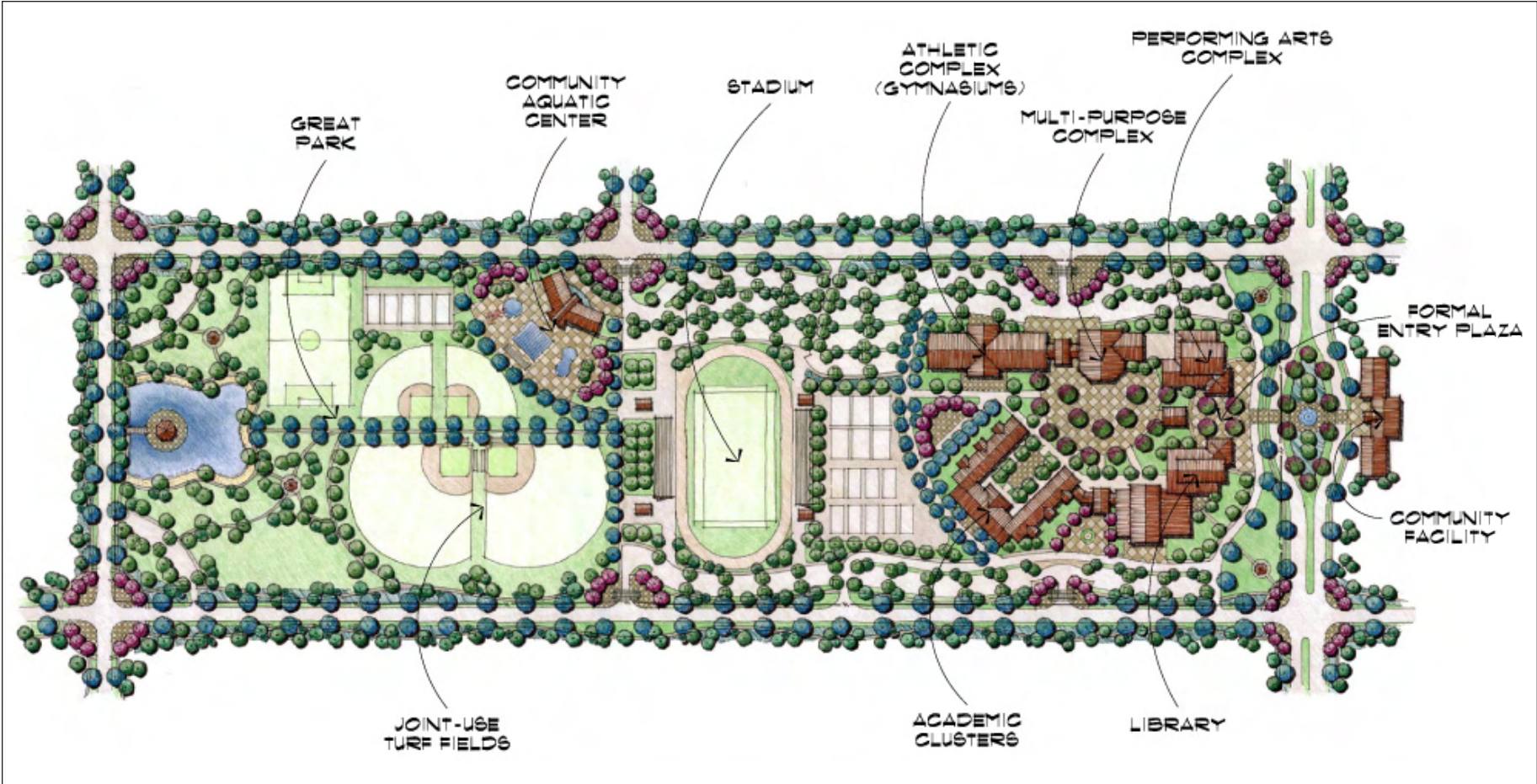


Exhibit 8.4: Conceptual High School Site

Source: Murray and Downs, 2006

8.7 LIBRARY

**Policy 8.7-1:** Provide adequate facilities and staffing for a Community Library.

**Policy 8.7-2:** The Community Library should be co-located at the proposed high school site to take maximum advantage of providing a joint-use library facility. However, as an alternative, the Community Library may be located within Sutter Pointe’s mixed-use Town Center, West or East Activity Centers, or Mid-Riego Neighborhood Center, provided the selected location is near supporting retail and civic uses, provides adequate parking and transit access, and is constructed within Phase 2 or an earlier phase.

**Policy 8.7-3:** The Pleasant Grove branch library will provide library service to Sutter Pointe until the Community Library is completed. If library services demanded by Sutter Pointe’s population exceed the capacity of the Pleasant Grove branch library, a branch library shall be established within leased space located within the Sutter Pointe community until the Community Library is completed.

**Policy 8.7-4:** The site, design, functions, and features of the Community Library will be established within the County Facilities Master Plan to be prepared following adoption of the Specific Plan and prior to filing of the first tentative subdivision map for the Sutter Pointe community.

**SERVICE LEVEL:**

- Provide circulation, collection development, electronic services, public programming, interlibrary loan, reference services, cataloging, and processing of new materials.

**FACILITY NEEDS:**

A total of 24,000 square feet will be provided for a Community Library. The proposed high school is anticipated to provide a 12,000 square foot library/media facility. An additional 12,000 square feet of library space is encouraged to be co-located with the high school library to provide one comprehensive Community Library facility. Modern libraries are often located near parks, civic centers, performing arts centers, and retail areas in order to take advantage of the activities and common resources offered by such uses, particularly parking. The Community Library will be operated by the Sutter County Library system. The library should provide full service up to 6 days and

4 evenings a week at a convenient location with a prominent street presence.

Desired features within the Community Library include the following:

- separate children’s, teen, and adult areas;
- a separate literacy area;
- flexible design of public spaces to accommodate either individual or group use;
- a variety of tables and seating within reading and study areas that support use of computers and technology distributed throughout the facility;
- online catalogs and self-check stations;
- good lighting and visibility throughout the library; and
- a collection that supports materials for all age groups in languages appropriate to community needs.

Features to be incorporated within the design of the Community Library will be identified in the County Facilities Master Plan.

### 8.8 SOLID WASTE

Solid waste management for Sutter County is conducted under a joint powers agreement (JPA) with Yuba County and the cities of Live Oak, Marysville, Wheatland, Yuba City, and the City of Gridley in Butte County. The agreement addresses the provision of waste management services, including planning for the future provision of waste management services, and forms the Regional Waste Management Authority (previously the Bi-County Authority). Solid waste management in the Bi-County region is conducted under federal and State regulatory policies as implemented and enforced by the California Integrated Waste Management Board (CIWMB) and the Regional Water Quality Control Board (RWQCB). The Yuba County Environmental Health Program serves as the Local Enforcement Agency (LEA) for Sutter County which monitors solid waste facility compliance in cooperation with the CIWMB.

No solid waste management facilities or transfer stations are located within Sutter County. Existing solid waste management facilities in the Bi-County area consist of two permitted and active Class III waste disposal facilities (YSDI and YSDA Landfill, and Ostrom Road Landfill), one permitted large volume transfer station (Ponderosa Transfer Station), and one permitted materials recovery facility/transfer station. Landfill operations are

provided by a single franchised waste collector and hauler, Yuba-Sutter Disposal, (except for YSDA self-haulers) for all jurisdictions in the region. Yuba-Sutter Disposal serves more than 30,000 residential customers and 5,000 commercial customers, and collects more than 100,000 tons of materials annually. Service is provided to the communities of Beale Air Force Base, Live Oak, Marysville, Wheatland, Knights Landing, Yuba City, and the counties of Yuba and Sutter. Yuba-Sutter Disposal will provide solid waste disposal services to the Sutter Pointe area. After collection, solid waste is transported to the Yuba-Sutter Disposal, Inc.'s (YSDI) Integrated Waste Recovery Facility (IWRf). Unrecyclable solid waste is disposed of at the adjacent Yuba-Sutter Disposal, Inc. Landfill. Sutter Pointe residents and business owners will pay user fees for collection and disposal services.

The Sutter Pointe area will be subject to a mandatory collection ordinance using Sutter County's exclusive franchised collection company. The Specific Plan also provides locations within E1 and E2 land use designations suitable for facilities necessary to support collection, disposal, and recycling of solid waste. Such facilities may include a material recovery or recycling facility, a solid waste transfer facility, a composting facility, and a household hazardous waste collection facility.

CHAPTER 9:  
Infrastructure





Providing quality public utilities and infrastructure for future residents and employees is a key objective of the Specific Plan. This section describes the backbone infrastructure systems planned for Sutter Pointe. Objectives and policies presented throughout this section are in accordance with the policies of Sutter County's General Plan and Measure M. Conceptual infrastructure plans are set forth for drainage/flood control, potable water, reclaimed water, sewer, and dry utilities including gas, electricity, and cable services.

Phasing and financing obligations related to public utilities and infrastructures are outlined in Chapter 10, Implementation of the Specific Plan and the Public Facilities Financing Plan (Appendix G). Table 9.1 summarizes the utility providers currently serving and/or planned to serve the Sutter Pointe Specific Plan area in the future.

**Objective 9.1-1:** *Ensure timely provision of public utilities and services to maintain service levels specified in this plan.*

**9.1 UTILITIES AND SERVICE PROVIDERS**      **TABLE 9.1: RESPONSIBILITY FOR INFRASTRUCTURE SERVICES**

Table 9.1 lists the recommended service providers for each type of infrastructure to be provided within Sutter Pointe. As stated in previous sections of the Specific Plan, it is the intent of Sutter County that Sutter Pointe become an incorporated city at the earliest feasible time in the future. Services listed in Table 9.1 as the responsibility of the County through a Community Service Area (CSA) or Community Services District (CSD) may be transferred to the new city government upon or shortly after incorporation.

Service		Current	Before Incorporation	After Incorporation
"Wet" Utilities	Drainage (within Plan area)	Reclamation District 1000	CSA/CSD/RD 1000	City/ RD 1000
	Drainage (outside Plan area)	Reclamation District 1000	Reclamation District 1000	Reclamation District 1000
	Flood control	Sacramento Area Flood Control Agency	Sacramento Area Flood Control Agency	Sacramento Area Flood Control Agency
	Sewer collection service	N/A	CSA/CSD	City
	Sewer treatment and disposal	N/A	Sacramento Regional County Sanitation District	Sacramento Regional County Sanitation District
	Water (potable)	N/A	CSA/CSD	City
	Water (recycled)	N/A	CSA/CSD	City
"Dry" Utilities	Cable	Comcast	Comcast	Comcast
	Electricity and natural gas	Pacific Gas & Electric	Pacific Gas & Electric	Pacific Gas & Electric
	Telephone	AT&T	AT&T	AT&T

## 9.2 DRAINAGE AND HYDROLOGY

The Backbone Drainage Plan has been established to provide drainage and flood protection for the Sutter Pointe Specific Plan area. It is intended to satisfy the design criteria of Sutter County, Reclamation District 1000 (RD1000), FEMA National Flood Insurance Program requirements, and National Pollutant Discharge Elimination System (NPDES) requirements to receive storm water from the Sutter Pointe Specific Plan area. See the Drainage Master Plan (Appendix E) that incorporates these strategies.

**Policy 9.2-1:** *The Backbone Drainage Plan shall be designed to comply with all criteria set forth by all regulatory agencies servicing the Plan area.*

**Policy 9.2-2:** *Drainage courses outside of graded areas shall be maintained in an undeveloped state. Should modification of these drainage courses be necessary for geotechnical, infrastructure, or other reasons, the disturbed area shall be restored. In addition, some custom graded areas shall be restored to a permanent undeveloped state for drainage purposes.*

**Policy 9.2-3:** *Drainage structures and detention facilities may be designed to incorporate joint-use facilities where appropriate (wetland recreation, multi-use trails, ponds, active and passive park areas) and/or screened by landscaping, where feasible.*

**Policy 9.2-4:** *The proposed drainage system shall minimize the amount of erosion and sedimentation from grading/site preparation, and reduce runoff contamination from other land uses within the Specific Plan area.*

**Policy 9.2-5:** *Runoff from developed areas shall be diverted to water quality detention basins, and use oil and grease traps or other best management practices (BMPs), as determined and approved by the County.*

**Policy 9.2-6:** *Developed uses shall not be constructed within the Plan area until 100-year flood protection is available.*

**Policy 9.2-7:** *After 2015 (or the effective date of the Central Valley Flood Protection Plan, whichever is sooner), development activities within the Plan area shall demonstrate that 200-year flood protection is in progress or in place, in compliance with SB 5.*

**Policy 9.2-8:** *Areas designated “E1 Interim Flood Zone” shall remain undeveloped and available for on-site detention until the entire Plan area enjoys 200-year flood protection.*

The Natomas Basin is protected by a system of levees, as well as a series of reservoirs including Shasta, Oroville, Black Butte, New Bullards Bar, and Folsom Dam, which were designed to reduce flood flows in the Sacramento and American Rivers to a rate that could be safely carried by the downstream levees. Although previous studies of the Natomas Basin levees concluded that they provided sufficient protection against 100-year storm events, a USACE screening level certification analysis in 2008 determined that the weakest portions of the Natomas levee system do not provide 3 percent annual chance flood event protection (USACE 2008).

The Sacramento Area Flood Control Agency (SAFCA) is proceeding with implementation of necessary levee improvements to correct existing deficiencies within portions of the levee system, which are anticipated to be constructed within the next 2 to 5 years. The Natomas Levee Improvement Program (NLIP) will be implemented in three phases, with project construction commencing in 2008 and ending in 2010 with the possibility of extending into 2011, contingent on planning, permitting, or construction delays. The three phases are designed to provide at least 100-year flood protection as quickly as possible while laying the groundwork to achieve at least 200-year flood protection pursuant to SB 5 requirements.

The Specific Plan area, except for Sankey Gap, will be protected from the 200-year flood event pursuant to SB 5 after 2015. The Sankey Gap overflow area, with 100-year flood protection from the NLIP phases described above will be improved to the 200-year flood protection standard by 2025 using future development fees.

Areas designated as “E1 Interim Flood Zone” will remain available for on-site detention until the entire Plan area enjoys 200-year flood protection.

### ***ON-SITE DRAINAGE IMPROVEMENTS***

As illustrated in Exhibit 9.1, the plan is designed to provide facilities that will maintain storm water flows originating within the Plan area during and after buildout, at a level equal to or less than pre-development flows. Storm drains ranging in size from 24 to 84 inches will be incorporated within roadways, parks, and open space in locations within the recreational and development areas. Detention facilities, drainage pipes, channels, water quality basins, permanent and temporary inlets, and other flood control facilities will be constructed to meet the design requirements of the Backbone Drainage Plan. Exhibits 9.1 and 9.2 identify areas within Sutter Pointe that will be used to store runoff that spills through the Sankey Gap. The size and capacity of flood control/drainage facilities will be based on appropriate Sutter County and RD 1000 design criteria, as outlined in the Drainage Master Plan (Appendix E).

Improvements to mitigate the Sankey Overflow are currently planned on-site; however, potential alternative locations for the detention storage necessary to mitigate the Sankey Overflow are also planned off-site. Two properties located immediately northeast of the project site—the Barosso and the Lutz properties—have been identified as being potentially available to capture the Sankey Gap overflow. This would involve constructing a levee around the Barosso property and directing flows onto the property via a weir constructed at the elevation of the Sankey Road spill crest.

An additional alternative is proposed for detention storage involving directing the Sankey Gap overflow into a channel flowing westward along the Sankey Road corridor, crossing under Sankey Road and SR 99/70 to be stored at a location west of the project area, but still within the Natomas Basin.

Please refer to the Drainage Master Plan (Appendix E) for additional detail regarding potential off-site storage locations and facilities.

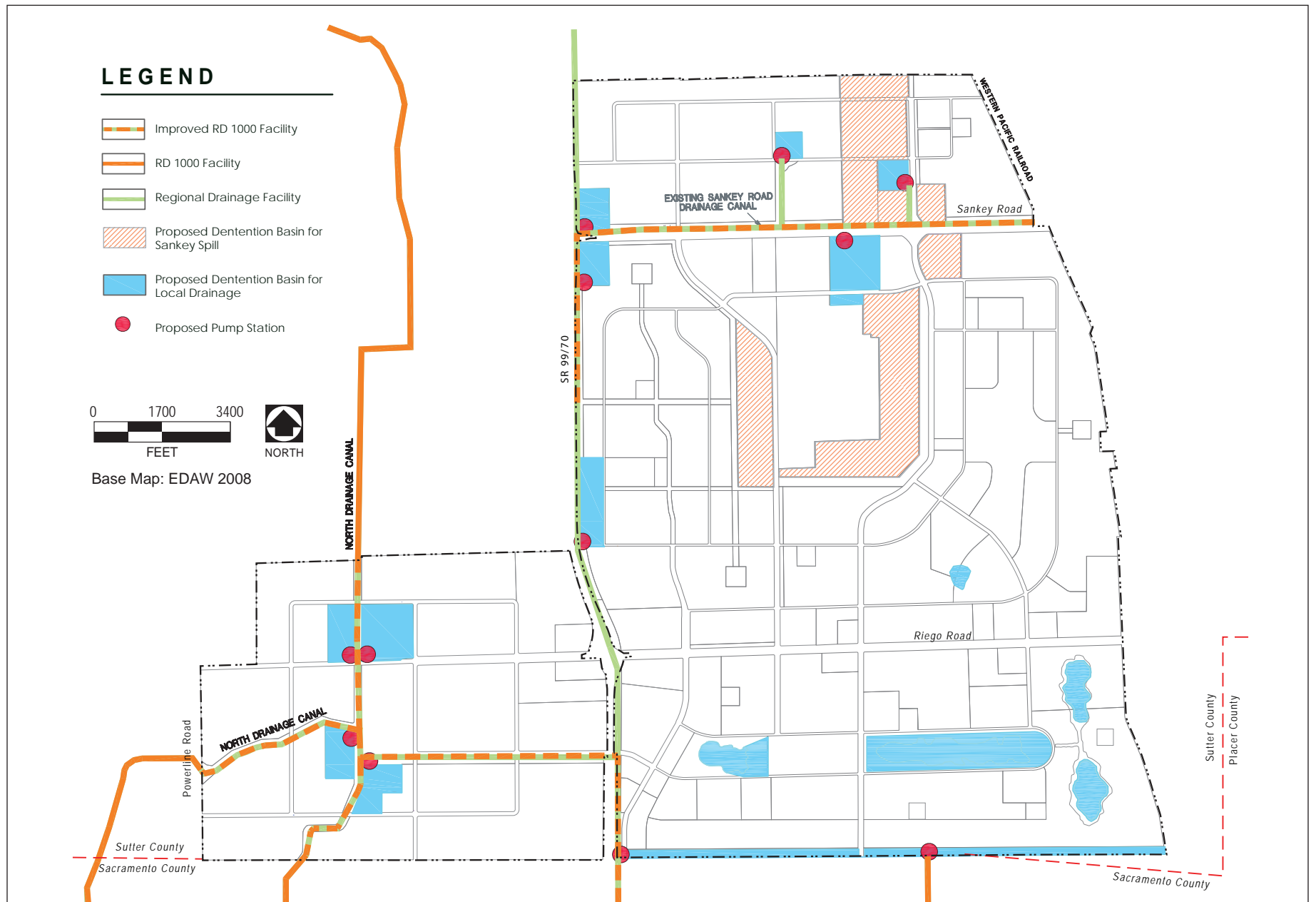


Exhibit 9.1: Backbone Drainage Plan (On-site)

Source: Wood Rodgers, Inc. 2008, Adapted by EDAW 2008

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### **OFF-SITE DRAINAGE IMPROVEMENTS**

The off-site improvements of the Backbone Drainage Plan consist of improvements to some of the existing Reclamation District 1000 (RD 1000) channels connecting the Sutter Pointe Specific Plan to existing pumping stations (see Exhibit 9.2).

The East Drainage Channel connecting the Specific Plan area to existing pump stations will be widened. The East Drainage Channel along SR 99/70 is currently 15 feet wide at the bottom and will need to be widened 10 more feet. The side slopes may need to be laid back as well, which would widen it slightly more. The reach of the channel along the north side of Elverta Road is only 10 feet wide at the bottom and will need to be expanded 15 feet to match the total proposed 25-foot width of the upstream channel along SR 99/70. Both channel reaches will be widened on the side of the channel opposite the road.

Operation and maintenance of the flood control/drainage system within the Specific Plan area will be the responsibility of the appropriate agency or district listed in Table 9.1. Any changes in responsibility will not require an amendment to the Specific Plan.

The Backbone Drainage System that shares the roadbeds will be built concurrently with the Backbone Circulation System within each respective development phase, as described in Chapter 10, Implementation. Portions of the backbone drainage system that are not built in the roadbeds will be built prior to the completion of each development phase or as directed by the County.

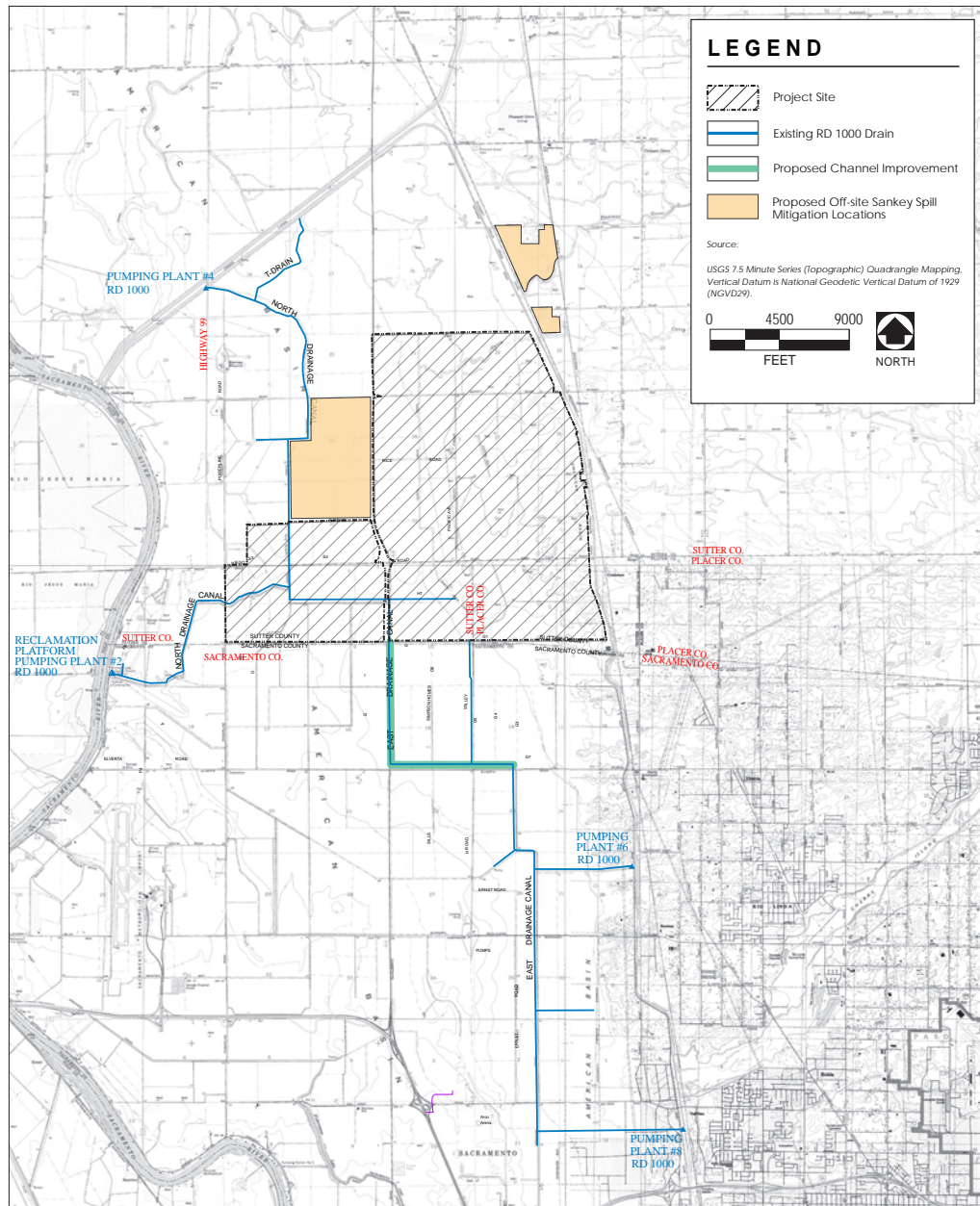


Exhibit 9.2: Backbone Drainage Plan (Off-site)

Source: Wood Rodgers, Inc. 2008, Adapted by EDAW 2008

### **URBAN RUNOFF MANAGEMENT**

The primary methods of protecting surface water resources are controlling storm water runoff from development, protecting stream courses, and preventing non-point source pollution from entering existing surface water. Control of these factors may be accomplished by using both structural and source controls. Structural methods control and diminish storm water flows and flow rates (e.g., detention basins) or trap and remove pollutants (e.g., water quality treatment basins). Source control measures include management programs that reduce or eliminate pollutants from entering surface water (e.g., street sweeping, prevention of spills, and prevention of illegal dumping).

Both structural and source control methods of protecting surface water resources are incorporated into the design of the Sutter Pointe Specific Plan, consistent with existing ordinances.

In its existing undeveloped condition, the 100-year peak storm flow within the RD 1000 system is attenuated within the flat agricultural lands within the basin and pumped out via RD 1000 pumping facilities. To eliminate any flow increase caused by development, and any possible erosion due to this increase, stormwater detention facilities will be constructed to maintain peak storm flows at the level existing prior to development.

In conformance with the Clean Water Act and EPA regulations, the State will require each construction project applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be prepared and submitted to the approving agency prior to the start of grading and will contain measures to reduce pollutants and erosion in site runoff.

### **URBAN RUNOFF CONTAMINATION**

In any developed area, urban storm water runoff contains various elements washed from street or parking lot surfaces and from building rooftops. These elements typically include hydrocarbons from street paving, motor oil, detergents from car washing, and other polluting elements from a variety of sources.

The Sutter Pointe Specific Plan's storm drainage systems will be designed to direct runoff flows into on-site detention basins outfitted with integrated water quality treatment in the form of wet water quality treatment volume or extended dry detention. The drainage system will include BMP design features incorporating structural controls consistent with Sutter County requirements as set forth in the Drainage Master Plan (Appendix E).

### 9.3 WASTEWATER

Sutter County will provide sanitary sewer collection service through a County Service Area (CSA) or Community Services District (CSD) and Sacramento Regional County Sanitation District (SRCSD) will provide sanitary sewer treatment and disposal service for the Sutter Pointe Specific Plan area. Collection service will be taken over by the new city upon incorporation.

A sanitary sewer system consisting of gravity sewer lines with a maximum size of 36 inches in diameter with maximum depths of approximately 30 feet and lift stations will be constructed to collect the sewer flows generated within the Specific Plan area and convey them to a central pumping station proposed to be located near the intersection of SR 99/70 and Riego Road. Flows from this facility will be pumped through force mains to a point of connection with SRCSD's Upper Northwest interceptor at the corner of Elkhorn Boulevard and West 6th Street in Rio Linda. From there, flows will be conveyed to the Sacramento Regional Wastewater Treatment Facility for treatment and discharge to the Sacramento River just downstream of Freeport.

Onsite and offsite wastewater facilities are depicted in Exhibits 9.3 and 9.4. Initially, two parallel force mains (12 inches and 18 inches in diameter) will be installed underground to convey sewer system flows from the Specific Plan area east along Riego Road, south along Pleasant Grove Road, east along Rio Linda Boulevard, east along U Street a short distance to West Second Street, south along West Second Street to M Street, west along M Street to West Sixth Street, and then south along West Sixth Street to a point of connection with the Upper Northwest interceptor, which is currently under construction in Elkhorn Boulevard (Exhibit 9.4). These two force mains will provide sufficient capacity for the development of Phase 1 and Phase A of the Specific Plan, as described in Chapter 10, Implementation. To serve development for the remaining development phases, a third force main will be constructed. This 24-inch-diameter force main will generally follow the same route of the dual force mains from the central pump station to the Upper Northwest interceptor. Please see the Sewer Master Plan (Appendix D) for more detail.

**Policy 9.3-1:** Provide sufficient wastewater capacity to support the Sutter Pointe community throughout all phases of development.

**Policy 9.3-2:** Construct on- and off-site wastewater collection and conveyance facilities which will be owned, operated, and maintained by Sutter County through a CSA or CSD, and transferred to the new city government after incorporation of the project site.

**Policy 9.3-3:** Provide on-site storage of peak wet-weather flows in either an underground or aboveground storage reservoir.

### **STORAGE FACILITY**

A 3.9 million gallon wastewater storage facility will be constructed in a later phase of the project to store peak wet weather flows generated within the community during periods when the SRCSD system is incapable of accepting those flows. During these periods, flows from the Central Pump Station will be shunted to the storage facility where they will be held until discharge to the SRCSD system after peak flows have subsided therein. This storage facility is envisioned to be a partially buried concrete reservoir capable of storing the required volume of peak wastewater flows until they can be released back into the Central Pumping Station by gravity for re-pumping to the SRCSD system. This storage facility will have internal washdown capability to flush and clean the facility of solids deposited during storage. Additionally, this facility will contain odor control facilities.

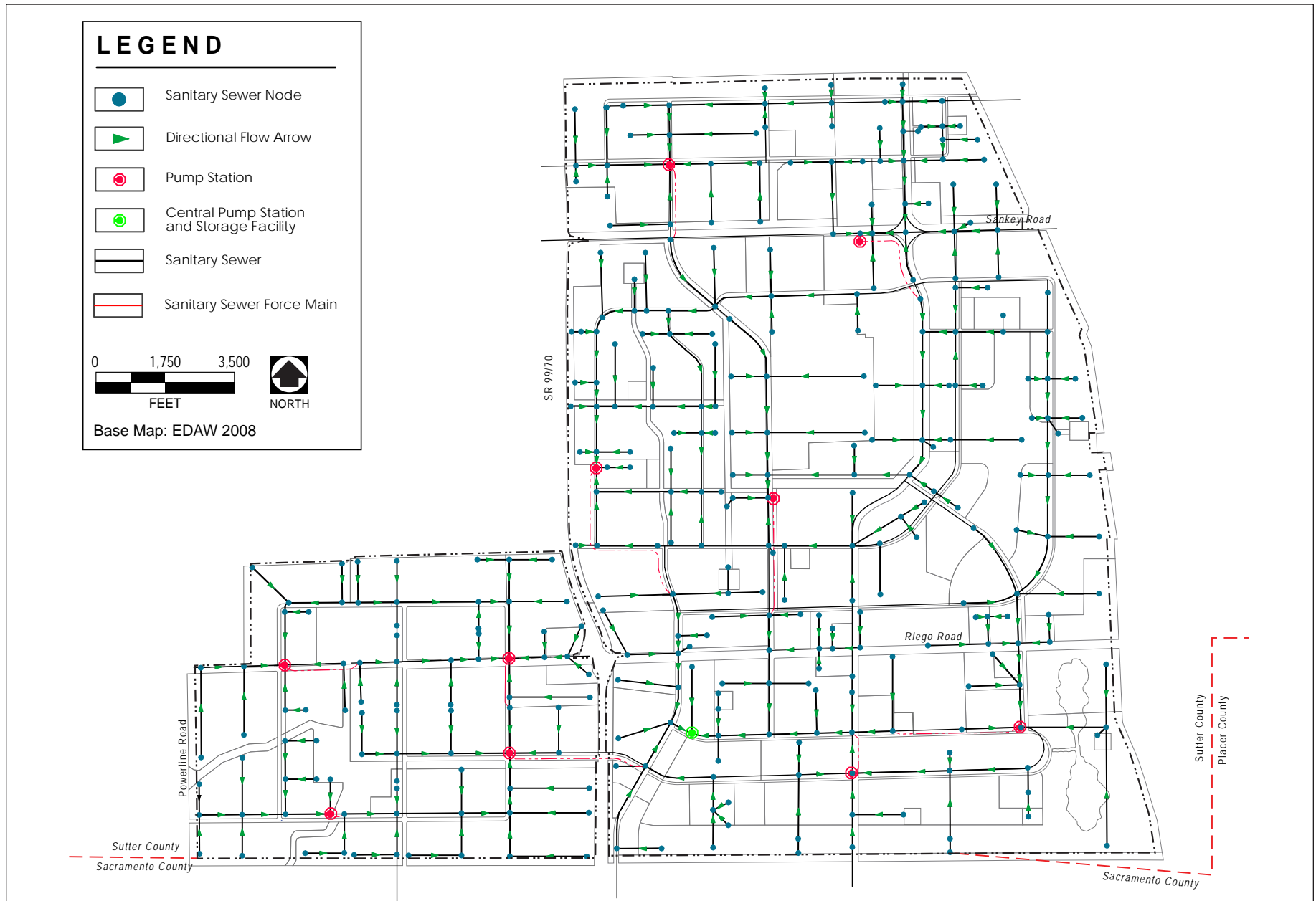
This storage facility will be built adjacent to the Central Pumping Station and sufficient space for the facility will be reserved in the pump station site. This facility could, also, be included in the adjacent park area where its partially buried design could double as a sloped play field or tennis court area.

The Sutter Pointe Specific Plan area is not located within the boundary of the SRCSD or within its sphere of influence (SOI). In order for the SRCSD to serve Sutter Pointe, the Sacramento County Local Agency Formation Commission (Sacramento LAFCO) will need to amend the boundary of the SOI of the SRCSD to include Sutter Pointe. Sutter County and the SRCSD will take such other actions as necessary to arrange for service, which actions may include preparation of Principles of Agreement, Wastewater Services Agreement, and Operating Agreements.

**Principles of Agreement (POA)** – This document defines the general terms through which wastewater service will be provided to Sutter Pointe from SRCSD (it identifies the general terms of the WWSA). It summarizes the maximum wastewater flow rates, allowed tributary areas, conveyance and storage facilities to be constructed by Sutter Pointe, how the facilities will be operated, it ensures that there will be no financial impact to current SRCSD rate payers, and ensure that Sutter Pointe’s use of the SRCSD facilities will not impact SRCSD’s current members ability to use the SRCSD facilities. It also summarizes the fees to be charged by SRCSD for the wastewater service. This agreement must be approved by both the Sutter County and SRCSD boards. Execution of this document will lead to the negotiation of the WWSA.

**Wastewater Service Agreement (WWSA)** – This is the binding contract between Sutter County and SRCSD for providing wastewater service to Sutter Pointe by SRCSD. The wastewater services to be covered are conveyance of wastewater in SRCSD’s Upper and Lower Northwest Interceptor sewer system to the treatment plant, treatment of wastewater at the Sacramento Regional Wastewater Treatment Plant (SRWTP), and disposal of the treated effluent to the Sacramento River.

**Operations Agreement (OA)** – This is a technical document that identifies in detail the required facilities and how they will be operated.



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Exhibit 9.3: Backbone Sewer Plan (On-site)

Source: MacKay & Soms, 2008



Exhibit 9.4: Backbone Sewer Plan (Off-site)

Source: MacKay & Soms, 2008

**9.4 POTABLE WATER**

Presently, there are no public water supply facilities in the Plan area. Current development is supported by private wells with limited capacity, and irrigation of agriculture is provided primarily by surface water diverted from the Sacramento River by Natomas Central Municipal Water Company (NCMWC), a private water purveyor. The County intends to provide municipal and industrial (M&I) water service within the Plan area. The County would initially provide groundwater for the early phases of development, and a combination of ground and surface water to meet the ultimate needs of the development. Surface water would be obtained from NCMWC.

It is the intent of the County to provide retail water service to the Plan area through a dependent or independent special district (i.e., a Community Services District, a County Service Area, or some other County agency). A domestic water system to deliver ground and surface water to the Plan area will be developed. Potable water will be provided in sufficient quantity and of acceptable quality to meet the needs of all M&I uses within the Plan area. The water system will include water supply and treatment facilities, storage reservoirs, booster pumps, transmission pipelines, and distribution pipelines to all customers within the Plan area. The system will have the capability of providing adequate supplies during normal and critical dry

years to meet the domestic and fire protection needs of the Plan area. Please see the Water Supply Master Plan (Appendix C) for further detail.

- Policy 9.4-1:** Provide potable water in sufficient quantity and acceptable quality to meet the needs of all municipal and industrial uses within the Specific Plan area.*
- Policy 9.4-2:** Ensure that the water system is capable of providing adequate supplies during normal and critically dry years to meet the domestic and fire protection needs of the Specific Plan area.*
- Policy 9.4-3:** Large park and open space areas within the Specific Plan area should be pre-plumbed with “purple pipe” to accommodate future conversions to reclaimed water if it becomes available.*

Over time, as Sutter Pointe develops, irrigation ditches on-site will be removed and an urban water system developed to deliver groundwater and surface water to the Plan area. Existing urban water users on the project site will be given the opportunity to connect to the system in lieu of continuing to use their private groundwater wells. The new system will include water supply and treatment facilities, aboveground water storage reservoirs, booster pumps, and transmission and distribution pipelines (varying in size from 12 inches to 42 inches in diameter) that will deliver treated water to customers in the Plan area (Exhibits 9.5 and 9.6).

The proposed storage reservoirs will provide for fire, peak-hour equalizing, and emergency storage to adequately serve the Specific Plan area. A total of approximately 34 million gallons (MG) of storage will be required to serve Sutter Pointe at full buildout. At each reservoir site, a booster pump station and dual water tanks will be constructed (5-6 MG total divided between two tanks at each location) to provide the required operational pressures within the water distribution system.

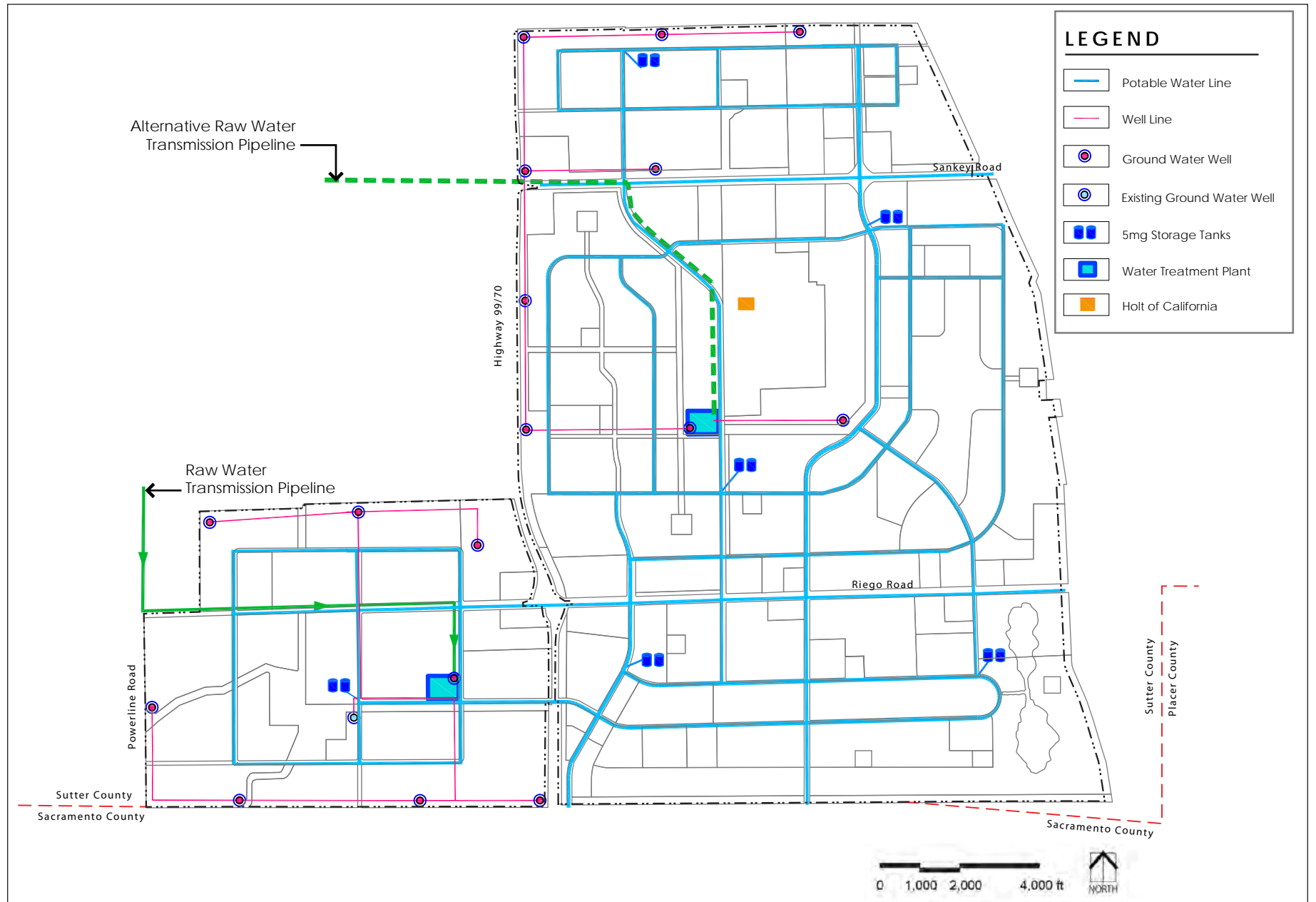


Exhibit 9.5: Backbone Water Plan (On-site)

Source: MacKay & Somsps 2007, Adapted by EDAW 2008

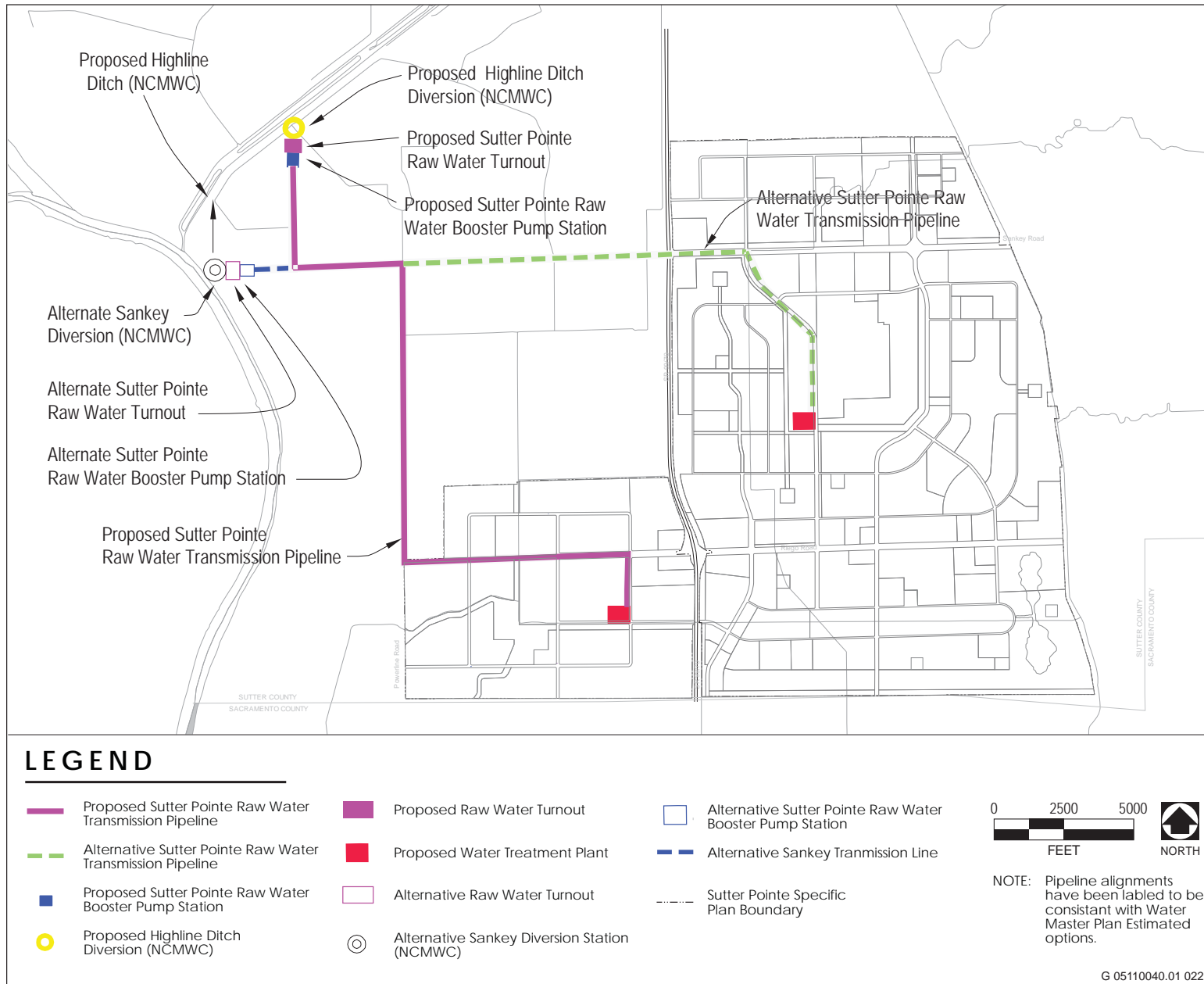


Exhibit 9.6: Backbone Water Plan (Off-site)

Source: MacKay & Somps 2008, Adapted by EDAW 2008

### ***MUNICIPAL AND INDUSTRIAL WATER DEMANDS***

Anticipated municipal and industrial (M&I) water demands for the Sutter Pointe Specific Plan area were estimated using currently accepted annual and peak water demand rates for similar land uses within the greater Sacramento metropolitan area. The water supply program will meet these demands of the community at buildout. Groundwater from the aquifers deep below the community will be developed to serve the initial demands, while the conversion of existing surface water rights, which are currently used for agricultural irrigation, from agricultural to M&I uses will be used to meet long-term demands in conjunction with the groundwater.

### ***PROPOSED WATER FACILITIES***

A groundwater well field and treatment system will be developed to meet the initial needs of the community. Over time, surface water supply will be developed that will include one or more connections to the NCMWC diversion facilities that draw water from the Sacramento River. In addition, an on-site surface water treatment plant will be constructed, along with an off-site raw water supply pipeline that will connect to NCMWC's river diversion facilities.

It is possible that reclaimed wastewater may be available within the Plan area at some point in the future. Accordingly, the estimated water demands of the community could be reduced to some degree, perhaps significantly, over time. While the likelihood of reclamation becoming a reality within the Plan area is thought to be low at this time, the conversion of large parks and open space areas within the proposed project from potable to reclaimed water supply sources will likely be beneficial over time.

### ***IRRIGATION CANAL***

Currently, NCMWC operates and maintains an existing irrigation system for conveying irrigation waters to and through the Plan area. The facilities consist of canals, laterals, underground pipes, turnouts, check gates, and pump stations. It is the intent of the Specific Plan to maintain the operation of this system during the development of the project. The NCMWC Northern Main irrigation canal (a high line ditch) bisects the project area in a north-south direction east of SR 99. Several laterals to the east and west of the canal provide flow to the lands within and outside of the Plan area. Since the existing flow must be maintained through the Plan area, the Specific Plan proposes to replace the existing high line ditch with a new earthen lined high line canal located along a relocated alignment compatible with the Land Use Plan.

For the most part, the existing laterals within the project area do not serve lands outside of the project area. In those cases where a lateral serves lands outside of the project area, the lateral will be relocated as needed to accommodate development and continue to serve the irrigation needs. Laterals that serve only areas within the project area will be abandoned over time as the development builds out.

For conceptual design purposes the new high line canal has been sized to convey the maximum flow capacity of the Northern Pumping Plant. In addition, all proposed interim and permanent laterals have been sized to convey this flow rate. Where the new alignment of the proposed irrigation canal conflicts with proposed roadways and/or drainage ditches, siphons will be constructed to convey the irrigation flows underneath the conflicting facility. Where the proposed laterals connect to the new canal, new turnouts and check gates will be installed. Also, during the various phases of development, existing transfer pumps will be relocated to serve existing laterals to the east.

## 9.5 DRY UTILITIES

Extensive on-site and off-site dry utilities, including electricity, natural gas, telephone, and cable television, will be required to serve the Sutter Pointe Specific Plan area. In its current condition, the Plan area lacks any significant dry utilities to support urban development. The various on-site and off-site dry utility facilities that will be required are shown on Exhibits 9.7 and 9.8.

**Policy 9.5-1:** *Electrical, natural gas, telephone, fiber optics, and cable television facilities shall be extended by the utility providers into the Sutter Pointe Specific Plan area to provide utility service to the new development.*

**Policy 9.5-2:** *The siting and design of energy facilities within Sutter Pointe shall ensure the provision of safe, reliable, efficient, and economical utility service.*

**Policy 9.5-3:** *Electrical transmission and distribution facilities less than 100,000 volts may be located in any land use designation and shall be located underground in easements or rights of way that permit access for maintenance with minimal disruption of surrounding properties.*

**Policy 9.5-4:** *Electrical transmission facilities of 100,000 volts and greater may be located in easements or rights of way that permit access for maintenance with minimal disruption of surrounding properties.*

**Policy 9.5-5:** *Siting of transmission lines of 100,000 volts or greater capacity through established or planned residential areas shall be prohibited. The location and design of new transmission towers near urban areas shall be done in a manner that minimizes visual and environmental impacts, including impacts to viewsheds.*

**Policy 9.5-6:** *Monopole construction, where practicable, shall be used for new transmission facilities to reduce the visual impact on a corridor's middle and distant views.*

**Policy 9.5-7:** *Substations shall be enclosed with an eight-foot high masonry block security wall, with a 50-foot landscaped setback along all perimeters of the substation site. Landscaping shall be included in the substation design.*

**Policy 9.5-8:** *New high pressure gas mains and all other large scale gas transmission and distribution facilities shall be located within railway and electric transmission corridors, along major arterial roads, and wherever possible, within existing easements. If not feasible these gas mains shall be placed as close to existing easements as possible.*

**Policy 9.5-9:** *The design of all new gas mains shall ensure that the normal building setbacks provided in the zoning requirements and development standards established for all land use zones are sufficient to protect the health and safety of the public from the threat of explosion and fire from gas main rupture.*

**Policy 9.5-10:** *New high pressure gas mains and all other large scale gas transmission and distribution facilities shall not be located within 1,500 feet of any existing or proposed school site.*

**Policy 9.5-11:** *The design of all new high-pressure gas mains and all other large scale gas transmission and distribution facilities within 500 feet of any existing or proposed residential land uses shall include the preparation of an estimated annual individual risk assessment by a qualified professional to prove that the individual risk levels are below  $1 \times 10^{-6}$  (one-in-a-million). The design of these facilities shall also be designed in accordance with the minimum standards of the regulatory body governing the utility provider in an urban environment.*

**Policy 9.5-12:** *All new above ground communications facilities shall be enclosed with an eight-foot high masonry block security wall, with a 50-foot landscaped setback along all perimeters of the facility site.*

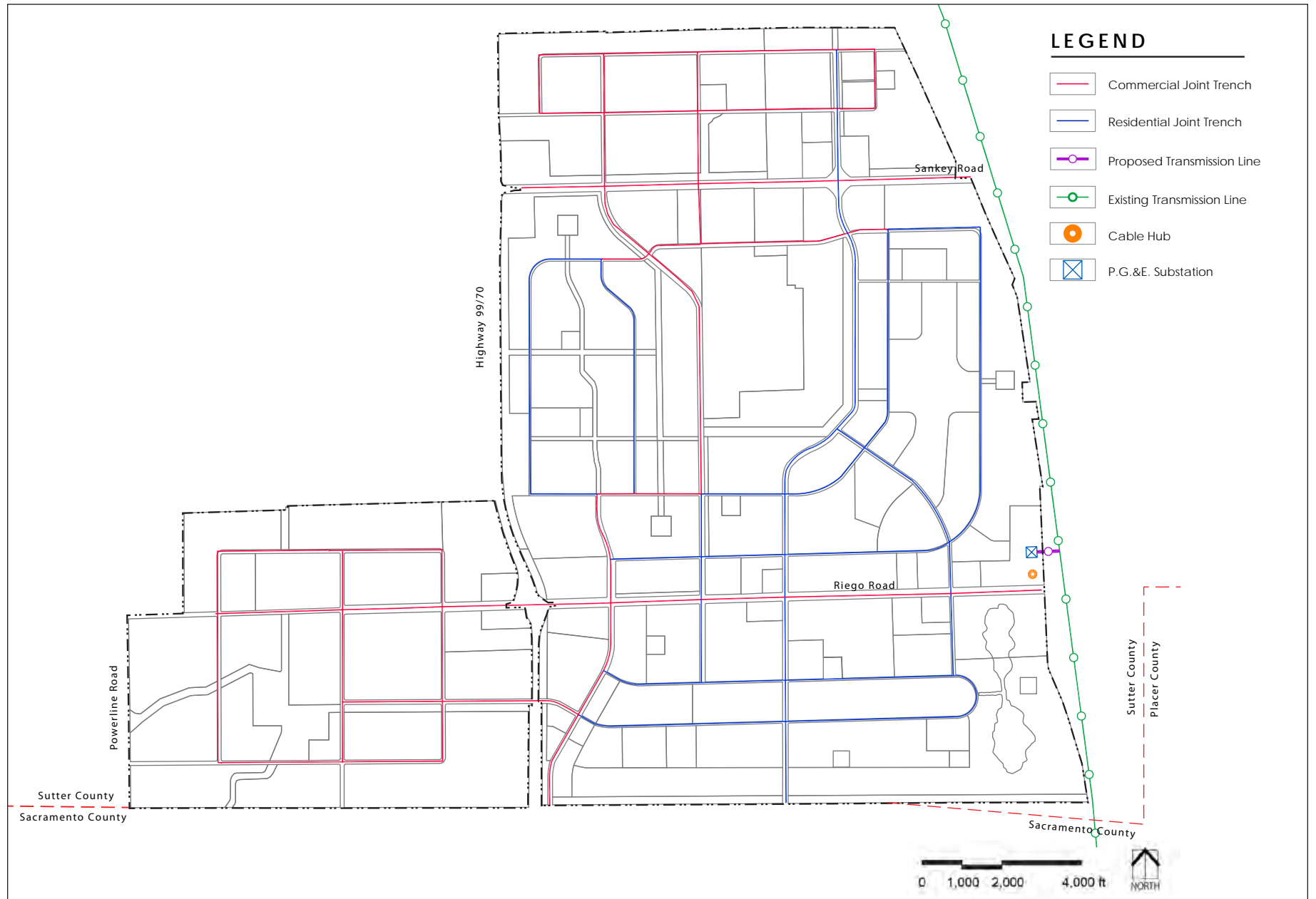
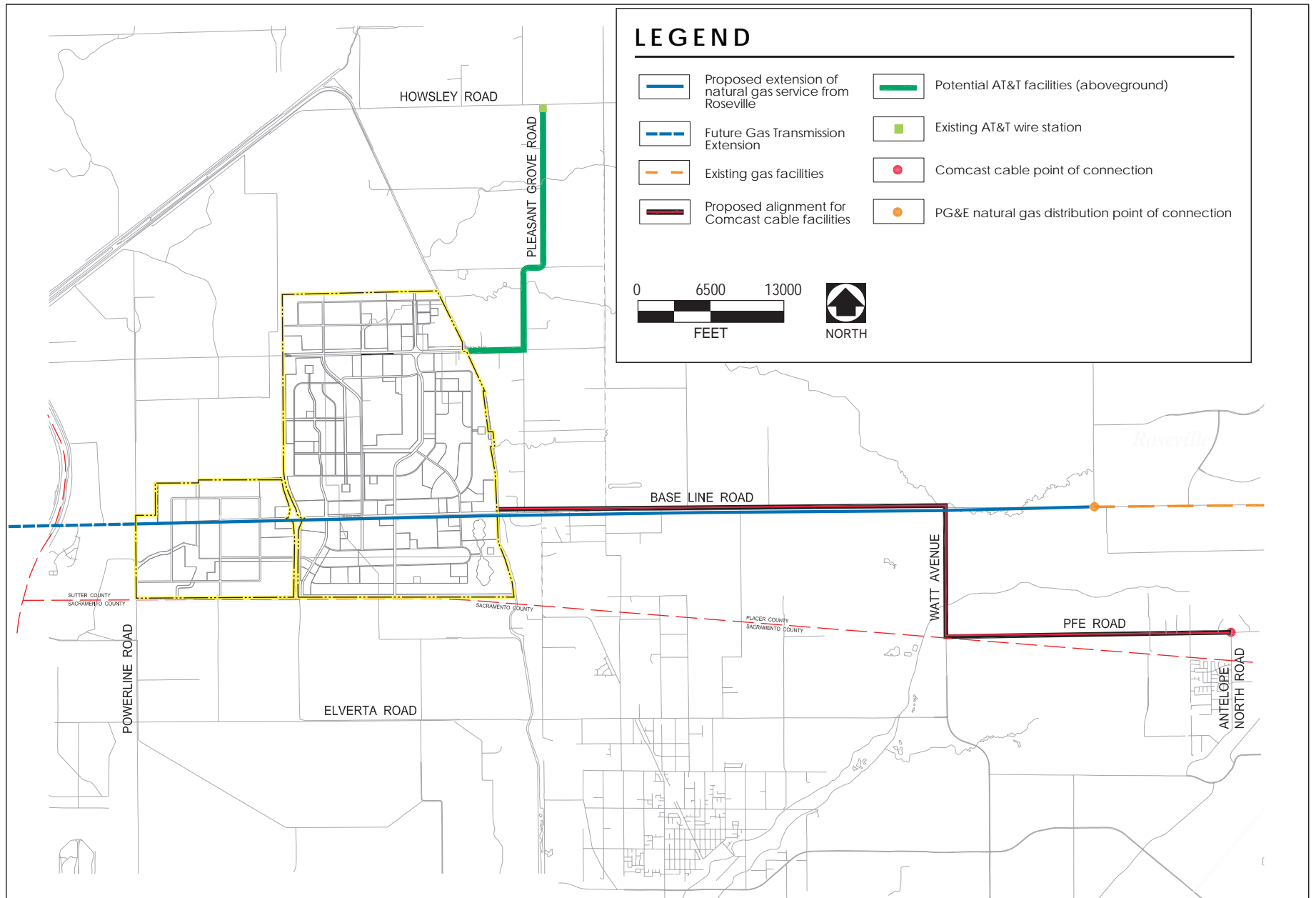


Exhibit 9.7: Dry Utilities (On-site)

Source: MacKay & Soms, 2007



PUBLIC REVIEW DRAFT

Exhibit 9.8: Dry Utilities (Off-site)

Source: MacKay & Soms, 2008

### 9.5.1 ELECTRICITY

Pacific Gas and Electric Company (PG&E) is the local purveyor of electricity within the Plan area, and has a major 115kv overhead transmission line abutting the eastern boundary of the Plan area. PG&E serves the few existing homes and businesses, as well as the various agricultural customers currently located within the Plan area. For the most part, the facilities that currently exist are not suitable to support development under the Specific Plan.

PG&E proposes to construct a primary community substation along the eastern border of the Plan area, just north of Riego Road, which will connect to the existing 115kv tower line abutting the Plan area's eastern boundary. A drop from the existing tower line to the new substation will be constructed. The substation site will require an area approximately 400 feet by 450 feet in size, and will be located as a permitted use in an area designated for E1 land use. From the substation site, underground electrical service will then be extended into the new community through a series of underground trunk feeder lines. Generally, the feeder lines will follow proposed roadway alignments to strategically positioned underground vaults, from which underground primary lines will extend throughout the community to transformers, which will provide power to the various residential, commercial, and industrial users.

### 9.5.2 NATURAL GAS

PG&E is the local purveyor of natural gas. It does not have any gas service capability within the Plan area. The nearest gas service is approximately 2 miles to the southeast in Rio Linda. PG&E's facility in this location, however, does not have the capacity to serve Sutter Pointe.

PG&E proposes to extend natural gas service westerly along Riego Road (Base Line Road in Placer County) from Roseville to serve the Plan area. This extension will be an 8-inch-diameter distribution line. Alternatively, if timing allows, PG&E proposes to serve Sutter Pointe from a new cross-valley 30-inch-diameter transmission line it intends to construct in 2009 and 2010 along the north side of Riego Road through the Specific Plan area. PG&E intends to extend service throughout the Plan area through an underground distribution system.

### 9.5.3 TELEPHONE

AT&T is the local telephone service purveyor. It does not have any significant service capability within the Plan area to support urban development.

To provide service to Sutter Pointe, AT&T intends to upgrade an existing exchange building in Pleasant Grove and extend fiber optics, wire telephone, and other digital data services to the Plan area. Once within the Plan area, all facilities will be underground, although temporary aerial facilities may be used on an interim basis.

**9.5.4 CABLE TELEVISION**

Comcast is the local cable television and digital data service purveyor under an existing franchise agreement with Sutter County. It does not have any facilities in the Plan area. Comcast intends to extend service to Sutter Pointe via existing overhead pole lines from their existing system in western Placer County, west along PFE Road, north along Watt Avenue, and west along Baseline and Riego Roads. Comcast facilities will be underground, although temporary aerial facilities may be used on an interim basis.

**9.5.5 SITING OF ENERGY AND COMMUNICATIONS FACILITIES**

Good planning practices will assist in minimizing potential land use conflicts, reducing visual impacts, preserving existing land uses, avoiding biological and cultural resources, and minimizing the health, safety, environmental, and aesthetic impacts of the proposed facilities.

***ELECTRICAL TRANSMISSION AND DISTRIBUTION FACILITY SITING POLICIES***

More than one utility company should share existing and future transmission corridors. Transmission facilities should be located in a manner that maximizes the screening potential of topography and vegetation. Preference will be given to the location of transmission lines first within existing transmission rights of way; and secondly adjacent to railroads.

***ELECTRICAL SUBSTATIONS***

Electrical substations may be located only in E1 and E2 land use zones and should be designed and constructed in such a manner so as to minimize off-site visual and noise impacts (e.g. walls, landscaping).

***NATURAL GAS FACILITIES***

To protect public health and safety, gas mains shall be designed to minimize the threat of potential loss of property and human life in the event of a rupture and explosion of the gas main.

***COMMUNICATION FACILITIES***

Communications transmission and distribution facilities may be located in any land use designation, and where feasible, located underground in easements or rights of way that permit access for maintenance with minimal disruption of surrounding properties.

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CHAPTER 10:  
Implementation





## 10.1 OVERVIEW

This chapter outlines the methods by which the Specific Plan will be implemented and includes a discussion of the desired governance structure for the Sutter Pointe community and proposed timing of development, financing, and administrative procedures. California Government Code Section 65451 requires that specific plans include a program of implementation measures, including regulations, programs, public works projects, and financing measures needed to carry out the proposed land use, infrastructure, development standards, and criteria outlined in the Specific Plan.

Sutter Pointe is projected to be built-out over 20 to 30 years. Thus, the implementation plan is intended to ensure that implementation will be comprehensive, coordinated, and responsive to changing circumstances and market conditions. The objective of this section is to describe how infrastructure and public facilities will be constructed in a timely manner, concurrent with the provision of housing and other land uses.

The remainder of this chapter is divided into six sections. Section 10.2, Governance and Fiscal Structure provides direction on establishing accountability for the provision of public services. Section 10.3, Development Intent and Phasing Plan, discusses how the Sutter Pointe community could be developed over time. Section 10.4, Specific Plan Process and Subsequent Reviews provides an overview of entitlements and how they relate to the Specific Plan and subsequent entitlement approvals. Section 10.5, Project Approval Procedures, describes the various project approvals required concurrent with and following adoption of the Specific Plan. Section 10.6, Administrative Procedures, describes how the Specific Plan is implemented through the application and processing procedures. This section also describes the environmental review requirements associated with implementation of the Specific Plan. Section 10.7, Financing and Maintenance of Public Improvements, describes the financing methods that will allow development to proceed in an orderly and fiscally responsible manner.

10.2 GOVERNANCE AND FISCAL STRUCTURE

Sutter County provides largely rural levels of public service that are not appropriate for the density and scale of the proposed Sutter Pointe community. Furthermore, the fiscal structure of the planned Sutter Pointe community inherently depends upon revenues generated by employment and commercial activity to offset the service costs associated with planned residential development. In turn, the planned residential units are needed in order to make the employment uses viable. Therefore, the ultimate plan is for Sutter Pointe to be incorporated as a full-service city at the earliest feasible opportunity.



The following objective and policies address the desired governance and fiscal structure of the Sutter Pointe community following adoption of the Specific Plan.

**Objective 10.2-1:** Vest governance over the delivery of urban services in a public agency directly accountable to Sutter Pointe residents to the greatest extent practicable and facilitate incorporation of the area.

**Policy 10.2-1:** A single County Service Area (CSA) or Community Services District (CSD) shall be responsible for providing urban services to the Specific Plan area prior to incorporation.

**Policy 10.2-2:** Pending incorporation, Sutter County shall consider mechanisms to facilitate input from Plan area residents into governance issues.

**Policy 10.2-3:** The County shall support and encourage incorporation as soon as reasonable and practicable.

Clear accountability for the efficient and effective delivery of public services within Sutter Pointe is essential. Initial services within the community will be provided by a CSA or CSD. The project site would be detached from the existing CSA or CSD and become part of its own specific CSA or CSD. An ultimate service area (sphere of influence) that is coterminous with the boundaries of the project site would be established, and development would be conditioned to provide adequate revenues to achieve service standards established in the Specific Plan.

Upon incorporation, the responsibility for providing certain services may transfer from the CSA or CSD to the newly incorporated city. Community service levels and infrastructure systems identified within the Specific Plan have been created under the assumption that Sutter Pointe will be incorporated as soon as fiscally feasible. Some services, by state statute, are the exclusive responsibility of a county to provide to both cities and unincorporated areas. These services include, for example, agricultural commissioner, assessor, courts, jails, and health and social welfare services. Such services will continue to be provided by Sutter County to the Sutter Pointe community.

Current and proposed service providers for urban services and infrastructure, both prior to and following incorporation, are identified in Chapter 8, Community Facilities and Services, and Chapter 9, Infrastructure.

**Objective 10.2-2:** *Provide for sufficient fiscal resources to achieve the service levels identified in the Specific Plan, and to avoid a decline in current County service levels as Sutter Pointe develops.*

**Policy 10.2-4:** *New development within Sutter Pointe should generate the revenue necessary to fund urban services.*

**Policy 10.2-5:** *County revenue sources used to fund countywide services shall not fund urban services for Sutter Pointe.*

**Policy 10.2-6:** *The fiscal resources available to the CSA or CSD shall facilitate eventual incorporation of the area as a new city.*

**Policy 10.2-7:** *Service costs shall not exceed a level that would jeopardize development economic feasibility nor impose unreasonable cost burdens on homeowners and other property owners.*

An Urban Services Plan (Appendix F) has been prepared showing how service levels identified within the Specific Plan will be financed and achieved.

Service levels for buildout of the planned community are determined within the Specific Plan. The Urban Services Plan (Appendix F) describes how these services will be phased. Service levels for certain services for timeframes prior to buildout are also established within the Urban Services Plan and the Development Agreement accompanying the Specific Plan.

### 10.3 DEVELOPMENT INTENT AND PHASING PLAN

The Sutter Pointe Specific Plan is part of a comprehensive set of entitlements that establish a regulatory framework for development. With the Specific Plan, the County also approved a general plan amendment, rezone, and development agreement. Following approval of these entitlements, the Master Developer will submit tentative maps, development plans, and design review permits for development of the land parcels by phase identified on the land use map (Chapter 3, Exhibit 3.4).

#### 10.3.1 LARGE-LOT TENTATIVE MAP

Large-lot tentative map(s) may be submitted for review and approval for the Plan area, or a portion of it. Typically, a single large-lot map will be submitted for each phase (or sub-phase) as developers create land use parcels. Large-lot maps show existing conditions, easements, and encumbrances, plus proposed improvements to the property and dedications, including collector and arterial street rights of way, open space corridors, parks and school sites, and the boundaries between different land use categories. Large-lot tentative map(s) are intended primarily for establishing ownership boundaries and for financial purposes. The individual parcels established by the large-lot tentative maps will be subject to subsequent grants of entitlement, and potentially environmental review, as development-level project tentative maps are reviewed and approved. When appropriate, reservations, grants, dedications, and similar requirements for roads, utilities, and public uses may be required at the time of recordation of these large-lot maps.

#### 10.3.2 TENTATIVE SUBDIVISION MAP

Tentative subdivision maps will be submitted for development-level projects following approval of the Specific Plan. The tentative subdivision maps may be submitted to divide large lots created by large lot maps or they may be submitted to divide large tracts of land in the Plan area. The tentative subdivision maps will create not only residential parcels, but will also create public, commercial, and industrial sites. The Specific Plan describes the public services and public facilities that will serve the employment and residential communities created by the plan. The Specific Plan also includes a phasing plan for how and when those public services are established and when the facilities are constructed. Tentative subdivision maps will be required to conform to the phasing plan and public services and facilities policies identified in the Specific Plan.

All land subdivision maps of any type (e.g., tentative or final, vesting or non-vesting, large-lot or small-lot) shall be submitted, reviewed, and approved in accordance with the Sutter

County Subdivision Ordinance and the California Subdivision Map Act. Subdivision of the Specific Plan area will be implemented consistent with the Phasing Plan set forth in Section 10.3.3 and the filing of the following:

- Tentative Subdivision Map;
- Revised Land Use Plan (Exhibit 3.4); and
- Revised Land Use Plan Summary by Category and Parcel (Table 3.5).

### 10.3.3 PHASING PLAN

**Objective 10.3-1:** Provide for a comprehensively planned infrastructure system and coordinate phasing and construction of public facilities for the Sutter Pointe community.

**Policy 10.3-1:** The residential mixed-use community shall be designed to be developed in four phases (Phases 1-4) as shown on Exhibit 10.1. It may also be developed in a different configuration of phasing with additional phases or sub-phases, depending on market conditions.

**Policy 10.3-2:** The employment villages shall be designed to be developed in four phases (Phases A-D) as shown on Exhibit 10.1. The employment villages may also be developed in a different configuration of phasing with additional phases or sub-phases, depending on market conditions.

**Policy 10.3-3:** The backbone infrastructure and public facilities will be built by one or more “Master Developers” whose responsibilities are identified in the Specific Plan development agreements. “In-tract” improvements will be installed as part of individual project improvements.

**Policy 10.3-4:** The infrastructure and community facility requirements for each phase or sub-phase will include all backbone and off-site facilities necessary for such phase or sub-phase to proceed.

**Policy 10.3-5:** Development shall occur by phase or identified sub-phases in sequential order. Phasing boundaries may change and/or parcels may move forward out of sequence, subject to review and approval of the County, provided that the improvements necessary to adequately serve the developing portion of the project will be provided in a timely manner and will be sufficient if no further development occurs.

**Policy 10.3-6:** For each phase or sub-phase in which a proposal is inconsistent with the phasing plan, developers shall prepare a Phasing Study to demonstrate that adequate road and infrastructure improvements and public facilities are constructed to serve the phase or sub-phase being proposed for construction, as well as the balance of the project.

Sutter Pointe’s phasing plan is structured to ensure that planned improvements and public facilities in each phase can support the associated development, and that the development in each phase can support the costs of the required improvements. For purposes of phasing, the Sutter Pointe Specific Plan has been split into two parts:

- **The residential mixed-use community**, consisting of the Greenbelt Village, Traditional Village, Recreational Village, North Activity Center, East Activity Center, West Activity Center, Town Center, and Mid Riego Neighborhood Center; and
- **The employment villages**, consisting of the South Employment Village and North Employment Village.

The residential mixed-use community will absorb at a relatively consistent rate, estimated to be approximately 18 to 25 years. This absorption rate will allow for financing of the infrastructure to serve the entire area. The employment villages will build out at a slower and more unpredictable rate, probably over a 30+ year period. The sequence and timing of development for Sutter Pointe will be influenced by the economy, the rate of growth of other regional projects, and changes in regional infrastructure and public facility conditions and needs.

The Phasing Plan and the Financing Plan for Sutter Pointe have been designed to show the necessary improvements for Phase 1 and Phase A and for build out of the entire Specific Plan. The infrastructure master plans and the land use plan also include a conceptual approach for phasing of units 2 through 4 of the residential mixed use community and for units B through D of the employment villages. It is understood that as actual development occurs, phasing boundaries could change based on development constraints, improvement costs, market conditions and other factors that cannot be predicted at this time. To the extent proposed build-out is inconsistent with the phasing shown in the phasing plan, the developers shall provide a Phasing Study to identify the road and utility infrastructure improvements and the public facilities necessary to serve the given phase or sub-phase of development. The Phasing Study shall demonstrate how the phase or sub-phase conforms to the project documents, including the Final EIR, Specific Plan, utility master plans for water, sewer and storm drainage (Appendices C, D, and E), and the County Facilities Master Plan. The Phasing Study will include a financing plan component to identify how the necessary improvements will be

financed. The Phasing Study will also include an update of the Urban Services Plan to demonstrate how necessary services will be provided and funded. The Phasing Study shall be approved with other entitlements (such as a large lot tentative map or tentative subdivision map) approved with each new phase or sub-phase. Any changes to the Phasing Plan and the subsequent Phasing Study are subject to County approval.

The Sutter Pointe phasing plan for Phase 1 and Phase A consists of two components: a phasing map and a description of improvements required for each phase. The phasing map is provided as Exhibit 10.1. Table 10.1 provides a summary of proposed land uses by phase for both the residential mixed-use community (Phases 1-4) and the employment villages (Phases A-D). The textual description of improvements necessary to support each phase is included in the utility master plans. In some cases, improvements are required on a phase-specific basis. In other cases, improvements may be required for development of specific parcels within a phase.

The initial backbone infrastructure will be constructed concurrently for the first residential mixed-use community (Phase I) and the first employment villages (Phase A). Future phases of residential mixed-use community (Phases 2-4) and employment villages (Phases B-D) can proceed independent of each other in response to market demand. Measure M requires that “large commercial and industrial parks be developed and marketed in the initial phases of the community to attract new employers to the County”. Backbone infrastructure will be provided to a portion of Phase A of the employment villages at the same time as infrastructure is provided to

Phase 1 of the residential mixed-use community, subject to approval of a financing plan. This will allow fulfillment of the Measure M requirement, as infrastructure for the next phase of each community would then be built as demand requires it, provided the financing plan shows that adequate funds will be available.

All of the necessary infrastructure improvements and public facilities for Phase 1 and Phase A and for build out of the Specific Plan, with specific details relating to those improvements and facilities, are included in the project development agreements.

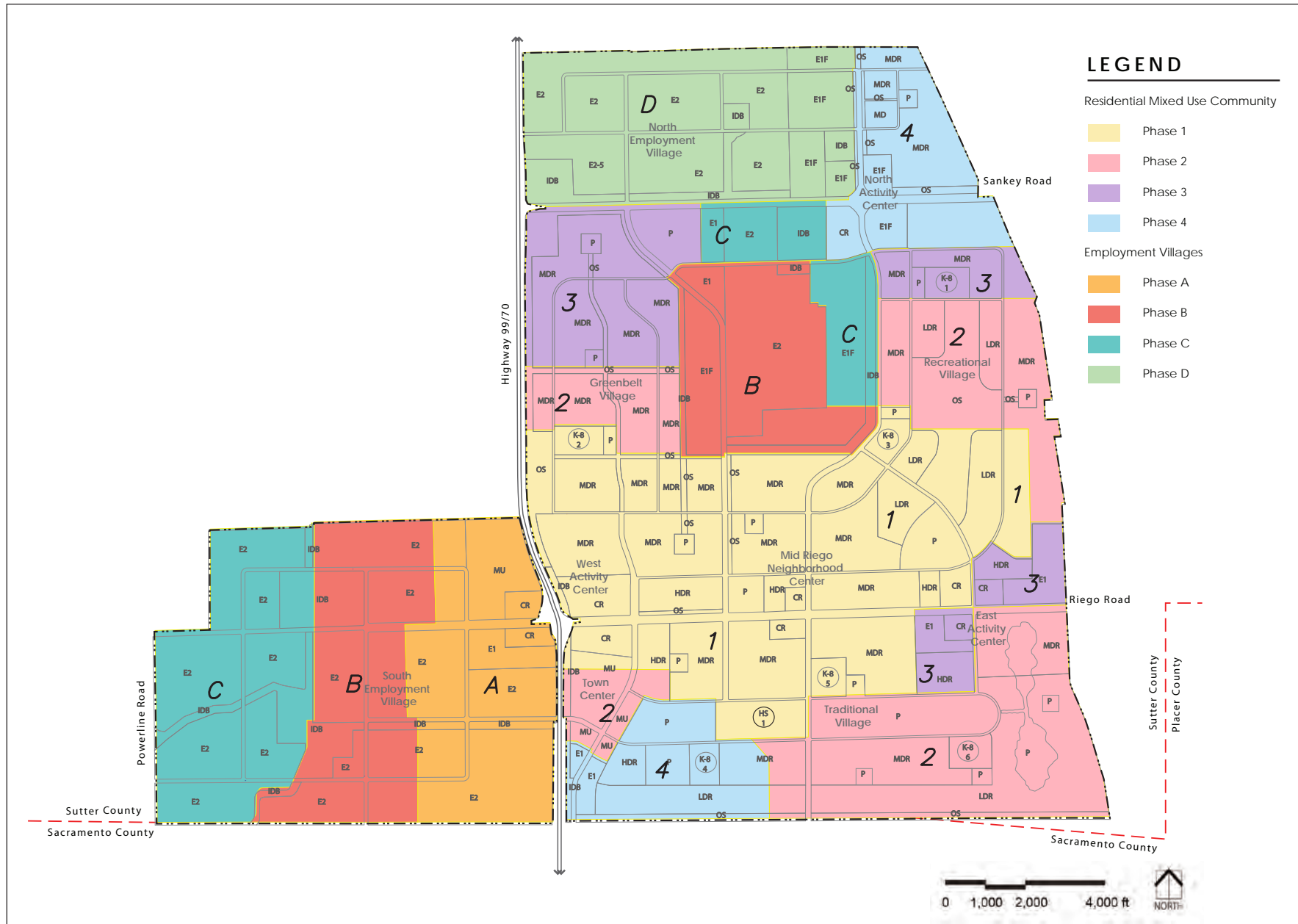


Exhibit 10.1: Phasing Map

Source: MacKay & Soms, 2008

**TABLE 10.1: LAND USE SUMMARY BY PHASE**

Use	Phase 1			Phase 2			Phase 3			Phase 4			Total		
	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf
<b>MIXED-USE RESIDENTIAL COMMUNITY</b>															
Low Density Residential	121.0	345	-	316.3	901	-	-	-	-	75.5	215	-	512.8	1,461	-
Medium Density Residential	874.8	5,389	-	491.9	3,030	-	331.3	2,041	-	252.3	1,554	-	1,950.3	12,014	-
High Density Residential	91.4	1,668	-	14.5	265	-	57.8	1,055	-	24.0	438	-	187.7	3,426	-
Employment 1	-	-	-	-	-	-	72.3	-	1,103,000	22.0	-	335,000	94.3	-	1,438,000
Commercial Retail	101.9	-	1,108,000	-	-	-	21.8	-	238,000	26.5	-	289,000	150.2	-	1,635,000
Mixed-Use	16.5	60	252,000	63.3	231	964,000	-	-	-	-	-	-	79.8	291	1,216,000
Detention - Interim	-	-	-	-	-	-	-	-	-	43.7	-	668,000	43.7	-	668,000
Detention - Permanent	9.6	-	-	6.9	-	-	-	-	-	6.3	-	-	22.8	-	-
Open Space	115.8	-	-	183.5	-	-	51.4	-	-	44.1	-	-	394.8	-	-
Parks	99.4	-	-	181.8	-	-	67.0	-	-	83.7	-	-	431.9	-	-
K-8 Schools	61.1	-	-	20.9	-	-	21.0	-	-	18.7	-	-	121.7	-	-
High School	52.9	-	-	-	-	-	-	-	-	-	-	-	52.9	-	-
<b>Subtotal Mixed-Use Residential Community</b>	<b>1544.4</b>	<b>7,462</b>	<b>1,360,000</b>	<b>1,272.2</b>	<b>4,427</b>	<b>964,000</b>	<b>622.6</b>	<b>3,096</b>	<b>1,341,000</b>	<b>603.7</b>	<b>2,207</b>	<b>1,292,000</b>	<b>4,042.9</b>	<b>17,192</b>	<b>4,957,000</b>

PUBLIC REVIEW DRAFT

# IMPLEMENTATION

PUBLIC REVIEW DRAFT

Use	Phase A			Phase B			Phase C			Phase D			Total		
	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf	Acres (Gross)	DU	Non-Res Sf
<b>EMPLOYMENT VILLAGES</b>															
Mixed-Use	84.3	308	1,285,000	-	-	-	-	-	-	-	-	-	84.3	308	1,285,000
Employment 1	38.4	-	585,000	21.0	-	320,000	18.9	-	289,000	-	-	-	78.3	-	1,194,000
Employment 2	380.3	-	6,957,000	611.4	-	11,185,000	506.2	-	9,257,000	492.6	-	9,009,000	1990.5	-	36,408,000
Commercial Retail	28.0	-	305,000	-	-	-	-	-	-	-	-	-	28.0	-	305,000
Detention - Interim	-	-	-	138.3	-	2,109,000	97.3	-	1,484,000	128.5	-	1,964,000	364.1	-	5,557,000
Detention - Permanent	15.7	-	-	141.6	-	-	145.0	-	-	89.2	-	-	391.5	-	-
<b>Subtotal Employment Villages</b>	<b>546.7</b>	<b>308</b>	<b>9,132,000</b>	<b>912.3</b>	<b>-</b>	<b>13,614,000</b>	<b>767.4</b>	<b>-</b>	<b>11,030,000</b>	<b>710.3</b>	<b>-</b>	<b>10,973,000</b>	<b>2,936.7</b>	<b>308</b>	<b>44,749,000</b>
Roads and Rights of Way	197.9	-	-	114.7	-	-	107.4	-	-	128.0	-	-	548.0	-	-
<b>Specific Plan Total</b>	<b>2,289.0</b>	<b>7,770</b>	<b>10,492,000</b>	<b>2,299.2</b>	<b>4,427</b>	<b>14,578,000</b>	<b>1,497.4</b>	<b>3,096</b>	<b>12,371,000</b>	<b>1,442.0</b>	<b>2,207</b>	<b>12,265,000</b>	<b>7,527.6</b>	<b>17,500</b>	<b>49,706,000</b>

**Note:** Discrepancies between Table 3.4: Land Use Summary Table and Table 10.1: Land Use Summary by Phase are due to rounding.

**Source:** MacKay and Soms and EDAW, 2008

### 10.3.4 DEVELOPMENT SEQUENCING

Following approval of the Specific Plan, the Master Developer will process tentative maps for Phase 1 and Phase A of the Sutter Pointe community as described and illustrated in Section 10.3.3. These tentative maps will include a large lot map to divide the Phase 1 and Phase A areas into large land use parcels. Along with the large lot map, the Master Developer intends to also submit small-lot tentative subdivision maps on one or more of the residential land use parcels within Phase 1. These small-lot subdivision maps will create the residential villages of new homes. The large lot maps and subdivision maps will be reviewed pursuant to the state Subdivision Map Act and the County Subdivision Ordinance.

As the market dictates, there will be a demand for development on the non-residential sites within Phase 1 of the residential mixed-use community. The non-residential sites will be created with the large-lot map. Development of these sites will be permitted upon approval of Design Review permits. The design review will be conducted in accordance with the provisions of this Specific Plan, and the Land Use and Development Code (LUDC) (Appendix B).

The Master Developer also plans to submit large lot tentative maps on Phase A of the employment village portion of the Specific Plan. Consistent with market demand, large sites will be developed and made ready for potential businesses to locate within Phase A.

Following approval of the Specific Plan, the Master Developer or its successors plan to design and construct all of the major backbone infrastructure components in a coordinated fashion necessary to serve the initial portions of Phase 1 and Phase A. Such improvements include a water treatment plant, new roads, wastewater force main, detention basins, storm drain channels, and necessary public buildings and facilities, such as fire stations, government offices, and parks and trails. The Master Developer will submit to the County improvement plans for all major infrastructure as part of the tentative maps. These plans will be reviewed for conformance with this Specific Plan and corresponding master plans.

The Master Developer will be authorized to begin construction of the major backbone infrastructure upon approval of the improvement plans by Sutter County.

It is possible that a portion of the Phase 1 and/or Phase A area may not develop at the outset. For example, developers north of Riego Road may wish to proceed with development while developers south of Riego Road may wish to wait. In this case, the developers wishing to proceed shall prepare a Phasing Study as described above in Section 10.3.3. The developers not proceeding at that time shall then be required to submit their own Phasing Study when they do proceed with development.

Once individual projects receive approval, either through a tentative map or a Design Review permit, improvement plans for the “in-tract” public facilities will be submitted to the County for review and approval. The Master Developer will be authorized to begin construction of the in-tract infrastructure improvements upon approval of the improvement plans by Sutter County.

Prior to or concurrent with the first discretionary approval, the Master Developer will work with the County to form the appropriate financing mechanisms to fund the costs of the public facilities to be constructed. Builders will receive permits for construction of above ground improvements when all of the necessary conditions of approval of the discretionary entitlements have been satisfied.

In addition to the Phasing Study requirement, the basic phasing mechanism of the Specific Plan is the tentative subdivision map. As each tentative subdivision map is processed, the “in-tract” infrastructure requirements for that subdivision will be established. A financing mechanism will be established to fund backbone infrastructure/ services (likely a CSA or CSD). The infrastructure requirements for each tentative subdivision map will be consistent with the conceptual backbone infrastructure systems set forth in Chapter 9, Infrastructure. The Master Developer will be responsible for constructing the backbone improvements for each phase. The subdivision will be required to construct any in-tract improvements. No building permits can be issued until all the backbone improvements for the phase or sub-phase it is in, and all required in-tract improvements, have been completed. Concurrent with the submittal of each tentative subdivision map, an updated Land Use Summary by Category and Land Parcel Table (modified version of Table 3.5 of the Specific Plan) will be filed with the County. The Transfer of Development Rights procedures set forth in Section 10.6.6 provide flexibility to adapt development phasing to the changes precipitated by a fluctuating economy and regional infrastructure and/or public facility conditions. Exhibit 10.2 summarizes this development sequencing discussion.

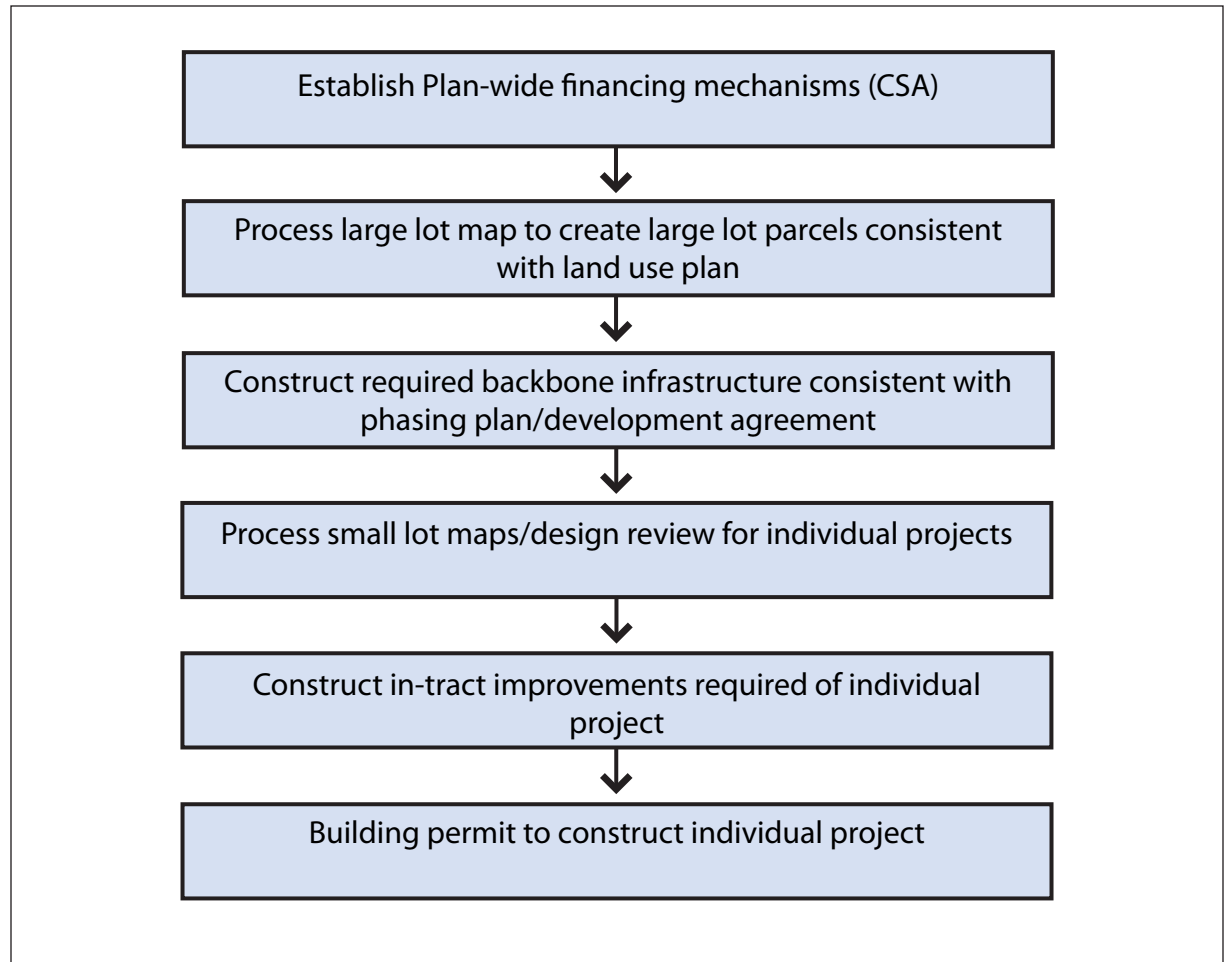


Exhibit 10.2: Development Sequencing

## 10.4 SPECIFIC PLAN PROCESS AND SUBSEQUENT REVIEWS

This section contains a description of the project entitlements and how they relate to the Specific Plan and subsequent entitlement approvals.

### 10.4.1 GRANTING OF ENTITLEMENTS

The Master Developers will coordinate the comprehensive planning of the Sutter Pointe Specific Plan area. All property owners within the Plan area were provided the opportunity to participate as Master Developers. A total of four owners controlling approximately 5,623 acres (75 percent) of the Plan area agreed to actively participate in and financially sponsor the preparation of the Specific Plan document and the supporting planning, transportation, engineering, and fiscal studies. In addition, the Master Developers agreed to provide funding to the County to prepare the Environmental Impact Report and related environmental studies.

In recognition of the significant financial commitment provided by the participating owners, the levels of entitlement shown in Table 10.2 were approved concurrent with the Specific Plan.

**TABLE 10.2: PRIMARY ENTITLEMENTS**

Participating Properties	Non-Participating Properties
Specific Plan	Specific Plan
General Plan Amendment	General Plan Amendment
Zoning	
Development Agreements	

Subsequent to Specific Plan approval, and in order to proceed with the processing of individual development projects, all non-participating properties will require:

1. County approved rezoning from existing agricultural or industrial districts to new zone districts consistent with the Specific Plan and LUDC (Appendix B);
2. Development agreements to ensure participation in Specific Plan improvement and financing programs,
3. Phasing Study to demonstrate how each project conforms to the approved project documents and plans including the Final EIR, Specific Plan, utility master plans, and County Facilities Plan; and
4. Project-level environmental analysis in accordance with the California Environmental Quality Act. Entitlement processing requirements are discussed in Section 10.5.

10.4.2 DEVELOPMENT AGREEMENTS

**Policy 10.4-1:** *Project entitlements within the Specific Plan area shall include development agreements. With approval of the Specific Plan, the County will enter into development agreements with the Master Developer.*

Participating landowners will enter development agreements concurrent with Specific Plan approval, and will be granted zoning designations specified in the Land Use Plan (Exhibit 3.4) and LUDC (Appendix B). Non-participating landowners will enter development agreements prior to or concurrent with approval of zoning on subject properties consistent with provisions of Section 10.4.

The first tier development agreements will vest the property owners’ rights to develop the property and will set forth the property owners’ general obligations related to the construction and financing of infrastructure for the project. Tier 1 development agreements are anticipated to be approved as part of this project approval. Second tier development agreements will address project-level issues and they will direct specific build-out of the Specific Plan area, including project-specific

infrastructure requirements and fee/reimbursement program details. Tier 2 development agreements will be approved with each phase or tentative map, as appropriate.

Tier 2 development agreements will be required to allow physical development in the Plan area. Approval of subsequent entitlements will require:

- subsequent environmental review;
- Phasing Study for the particular phase or sub-phase of the Plan area to be developed, including a Financing Plan component, addressing urban services and public facilities financing;
- any necessary updates on revisions to infrastructure master plans;
- establishment of appropriate financing mechanisms to fund back-bone infrastructure/ services; and
- subsequent Tier 2 development agreement.

In addition, prior to approval of the first large lot map or the first tentative subdivision map, the following plans or studies must be completed:

- School Facilities Master Plan
- Public Area Landscape Plan
- Parks and Open Space Master Plan

Building permits for subsequent phases may be issued provided necessary infrastructure improvements from earlier phases have been substantially completed and sufficient infrastructure is provided within the subject phase to provide access and utility services as determined by the County Public Works Director.

## 10.5 PROJECT APPROVAL PROCEDURES

This section of the Specific Plan addresses the project approval process for the Sutter Pointe Specific Plan. Exhibit 1.4 in Chapter 1, Introduction identifies the sequence of approvals.

### 10.5.1 SPECIFIC PLAN AND CONCURRENT APPROVALS

The following entitlements have been approved as part of the Specific Plan project:

#### ***FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)***

The Sutter County Board of Supervisors certified the FEIR addressing this Specific Plan and any necessary amendments to the Sutter County General Plan, as well as all other related entitlements.

#### ***GENERAL PLAN AMENDMENT AND ZONING***

The Board of Supervisors approved an amendment to the County General Plan. The amendment modified the General Plan land use map and certain policies to ensure consistency of the Specific Plan. As part of the General Plan amendment, the County established a new land use designation, Sutter Pointe Specific Plan (SPSP). It is applied to all property within the boundaries of the specific plan.

#### ***SUTTER POINTE SPECIFIC PLAN, DESIGN GUIDELINES, AND LAND USE AND DEVELOPMENT CODE:***

The Sutter County Board of Supervisors (the Board) adopted the Sutter Pointe Specific Plan and Design Guidelines (Appendix A) by resolution. The Board adopted the LUDC (Appendix B) by ordinance. The Design Guidelines provide principles and guidelines to implement the design intent of Sutter Pointe's villages and centers as established in Chapter 3, Land Use. The LUDC serves as the zoning regulations governing development, improvements, and construction within the Specific Plan area in the period between adoption of the Specific Plan and incorporation of the Sutter Pointe community. Upon incorporation, the new city will be required to prepare a General Plan and implementing Zoning Ordinance, pursuant to California Government Code requirements, and could adopt the LUDC as its interim zoning code.

Refer to Appendix B for additional details regarding the LUDC, requesting changes or amendments to permitted uses or development standards, and enforcement provisions of the Development Code.

#### ***ZONING***

As noted above, the LUDC acts as the zoning regulations within the Specific Plan area. The County zoning map has also been changed to rezone the properties of participating landowners from their current General Agricultural (AG) designations to the zone districts specified in the LUDC for applicable properties.

#### ***URBAN SERVICES PLAN AND PUBLIC FACILITIES FINANCING PLAN***

The Urban Services Plan (Appendix F) identifies the level of public services expected within Sutter Pointe and describes the funding methods which may be used to provide these services. The Public Facilities Financing Plan (Appendix G) identifies the estimated costs of public facilities and describes the mechanisms for funding these facilities. These plans have been accepted by the Board, and will be updated and refined following Specific Plan adoption and prior to the recordation of the first large lot final map or approval of the first small lot tentative subdivision map for any development project.

### ***WATER SUPPLY MASTER PLAN***

The Water Supply Master Plan (Appendix C) includes information on the size and location of facilities, the mapping of water service systems, and updated cost estimates.

### ***SEWER MASTER PLAN***

The Sewer Master Plan (Appendix D) includes information on the size and location of facilities, the mapping of sewer systems, and updated cost estimates.

### ***DRAINAGE MASTER PLAN***

The Drainage Master Plan (Appendix E ) includes information on the size of and location of drainage facilities, the mapping of drainage systems, and updated cost estimates. It is used to establish the means and methods by which the project will finance the cost of these facilities.

### ***DRY UTILITIES MASTER PLAN***

The Dry Utilities Master Plan (Appendix J) includes information regarding the cable, telephone, natural gas, and electrical service utilities necessary to service the Plan area. The facilities will be constructed and paid for by the utility providers.

### ***CONCEPTUAL TRANSIT PLAN***

The Conceptual Transit Plan (Appendix H) addresses public transit service to the Specific Plan area. It identifies routes, service times, fares (including fair share costs for intercommunity and interregional routes connecting to the Plan area), vehicle requirements, service levels, staffing and administrative costs, capital requirements, and any other information necessary to provide comprehensive transit service.

### ***MASTER AIR QUALITY MITIGATION PLAN***

The Master Air Quality Mitigation Plan (Appendix I) presents strategies future development within the Plan area must employ to reduce vehicle trips and improve air quality within the Plan area and the Feather River Air Basin.

### **10.5.2 SUBSEQUENT APPROVALS**

Following the approval of the Specific Plan and before the first large lot final map is approved for recordation (or the approval of the first tentative subdivision map for an entire property), the following actions will occur:

#### ***SCHOOL FACILITIES MASTER PLAN***

This plan shall address the site design and amenities of each K-8 school within the Plan area, in addition to the planned comprehensive high school, and shall include a detailed development plan for each school site.

#### ***PUBLIC AREA LANDSCAPE PLAN***

This plan shall address the design of the streetscape, landscape corridors adjacent to streets, landscaped buffer areas, other open space areas, community entries, street lights, and other image features that help establish the landscape and streetscape character of the community.

#### ***PARKS AND OPEN SPACE MASTER PLAN***

This plan shall identify the facilities for each park site or recreation facility and shall include a detailed development plan for the type of equipment and updated cost estimates for each park site. The plan shall identify the future use of parcel P-17 as either an 18-hole golf course or undeveloped open space area.

#### ***COUNTY FACILITIES MASTER PLAN***

This plan shall identify siting, design, construction, and equipment required for the corporation yard, fire stations, sheriff's substation, government center, library, and transit centers.

#### ***ADOPTION OF PLAN AREA FEE NEXUS STUDY AND UPDATES TO URBAN SERVICES PLAN AND PUBLIC FACILITIES FINANCING PLAN***

A Plan Area Fee Nexus Study will be completed to determine a pro-rata fair share allocation of the costs to provide public services within the Specific Plan area prior to filing of the first large lot tentative map. Additionally the Urban Services Plan and Public Facilities Financing Plan may need to be updated as part of subsequent approvals pursuant to the Specific Plan.

### 10.5.3 SUBSEQUENT ENTITLEMENTS

Development within the Plan area is subject to approval of subsequent entitlements by the County. Examples of such entitlements include tentative subdivision maps, Specific Plan amendments, Conditional Use Permits, Minor Use Permits, and Design Review applications. Individual project applications will be reviewed to determine consistency with the Specific Plan and other regulatory documents and guidelines.

Application and processing requirements shall be in accordance with the Sutter Pointe LUDC (Appendix B), Sutter County Zoning Code, and other regulations. All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan and its appendices, the Specific Plan development agreements, and applicable County policies, requirements, and standards. In acting to approve a subsequent project or permit, the County may impose reasonable and necessary conditions to ensure that the project is in compliance with the Specific Plan and all other applicable plans, ordinances, and regulations.

### APPLICATION REQUIREMENTS

Once the Specific Plan, Phasing Studies and large lot tentative maps, if requested, are approved, individual developers may submit applications for small lot tentative maps and/or other entitlements as necessary. Large lot and small lot tentative maps may also be processed concurrently, but will be approved sequentially. Applications shall be made in writing on forms provided by the Community Services Department and shall be accompanied by required application fees and such data and information as may be prescribed for that purpose. For further detail, see the LUDC (Appendix B).

### APPLICATION PROCESSING

Applications will be analyzed by County staff for consistency with the Specific Plan. Flexibility in determining consistency of applications with this Specific Plan is encouraged to enable the project to respond to competing market, regional service, employment and residential demands.

Plan consistency can be demonstrated in several ways:

- Consistency with policy language (objectives, policies, etc.);
- Consistency with land use designations, roadways, and bike paths;
- Consistency with development standards and design guidelines;
- Consistency with figures and tables; and
- Consistency with the property development agreements, large-lot tentative maps, small-lot tentative maps, and other relevant implementation documents.

Consistency is also required with the Specific Plan EIR Mitigation Monitoring and Reporting Program, infrastructure and urban service plans, and other implementing documents of the Specific Plan. For further detail, see the LUDC (Appendix B).

## 10.6 ADMINISTRATIVE PROCEDURES

The following section describes administrative procedures for the implementation of the Sutter Pointe Specific Plan.

### 10.6.1 CONSISTENCY WITH ADOPTED PLANS/CODES

As required by California Government Code Section 65454, the Sutter Pointe Specific Plan is consistent with and implements the Sutter County General Plan, as amended. All land use entitlements and permits (e.g., development agreement, Conditional Use Permits, and all subdivision maps) approved within the Specific Plan area shall be consistent with the Specific Plan.

### 10.6.2 EXISTING USES

Existing uses within the Specific Plan area are subject to regulations established within the LUDC (Appendix B).

### 10.6.3 USE PERMITS

The Use Permit procedure for the Specific Plan is set forth in the Sutter Pointe LUDC. The purpose of the procedure is to provide a mechanism to review and permit, on a case-by-case basis, certain uses which may be appropriate in each land use designation.

### 10.6.4 VARIANCES

The Variance procedure for the Specific Plan is set forth in the Sutter Pointe LUDC. The purpose of the Variance procedure is to permit modification of development standards as they apply to particular uses when practical difficulties, unnecessary hardships, or results inconsistent with the general purposes of the Specific Plan develop through strict literal interpretation and enforcement of such provisions.

### 10.6.5 DESIGN REVIEW

The design review process ensures that high quality and well-designed buildings are constructed within the Plan area. All construction within the Plan area will be required to conform to the Design Guidelines (Appendix A) and LUDC (Appendix B) of the Specific Plan. Pursuant to requirements within the LUDC, all commercial, mixed-use multi-family residential, and industrial development will be subject to a formal County design review process. The design review process may occur:

1. In the context of processing a Development Plan, if required;
2. At the time of development-level project tentative maps; or
3. At any time after such maps are approved, but prior to submittal for a building permit.

**10.6.6 MINOR ADJUSTMENTS AND TRANSFER OF DEVELOPMENT RIGHTS**

This section sets forth the regulations governing land use parcel boundary and acreage adjustments, transfers of dwelling units, and non-residential building square footage, which are permitted within the Specific Plan. The adjustment, transfer, and conversion regulations are intended to provide flexibility in the implementation of the Specific Plan. Flexibility is needed for several reasons:

1. Land use parcel boundaries and acreages are necessarily generalized because of the size of the Specific Plan area. Refinements to the land use parcel boundaries and acreages will occur with future specific project design and more detailed subdivision mapping and engineering.
2. The large lot parcels represented on the Land Use Plan (Exhibit 3.4) are each assigned a residential dwelling unit and FAR allocation, with associated gross land use density. These assignments were made at the time of Specific Plan approval based on a plan level assessment of the constraints and opportunities of each large-lot parcel and anticipated long-term demand for various housing types. As individual small-lot parcel maps are designed and processed over time, a more detailed assessment of site, market, and

other conditions will occur. It is anticipated that this process may result in the need to adjust (reduce or increase) the number of units or FAR assigned to some large-lot parcels.

3. To allow for flexibility in the future design of the Plan area, this Specific Plan includes provisions within this section that allow the County to approve minor residential density and FAR adjustments and permit the transfer of residential units and/or building square footage between land use parcels. This flexibility will allow for project-level design considerations to respond to current market conditions, subdivision and/or design review parameters, or natural resource preservation areas.

Any combination of the adjustments and transfers described within this section may be implemented with respect to a given land use parcel. To request such a change, the owner or owners of both the transfer and receiver parcels shall submit an application to the Community Services Director that (a) identifies the affected parcels; (b) designates the number of acres, units, and/or square footage being transferred; (c) provides other documentation as required by the Community Services Director to determine compliance with the criteria established for each type of transfer; and (d) includes an updated,

revised Land Use Plan (Exhibit 3.4) and a revised Land Use Plan by Category and Land Parcel table (Table 3.5), reflecting the adjusted acreages, unit counts, densities, and FARs. The revised table will be the official record tracking unit allocations to each large lot parcel.

If the Community Services Director determines that the proposed adjustment or transfer is not consistent with established criteria, it may be denied or may be referred or appealed to the Planning Commission and/or the Board for action. Any determination of consistency may, at the discretion of the Community Services Director, be forwarded to the Planning Commission for review. The applicant may request density adjustments that do not comply with the above criteria. Such requests shall require an amendment to the Sutter Pointe Specific Plan.

Precise land use parcel boundaries will be approved through the tentative map process and established by the recordation of final subdivision maps. The Specific Plan area boundary remains constant.

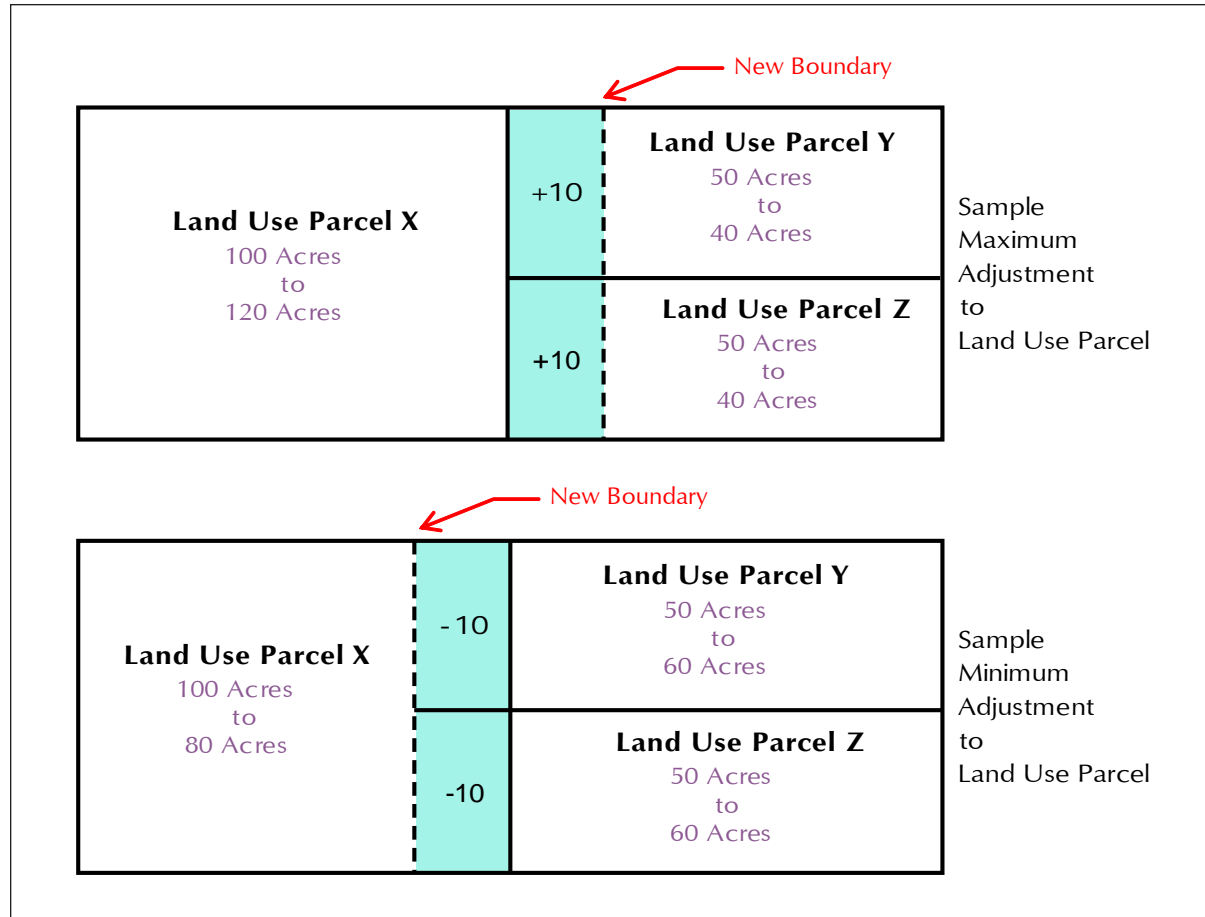
Adjustments and transfers described in this section are contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan or the Sutter County General Plan. Such transfer requests may be approved administratively by the Community Services Director without a public hearing.

#### **LAND USE PARCEL BOUNDARY AND ACREAGE ADJUSTMENTS**

Precise land use parcel boundaries shall be established by the recordation of subdivision maps. A subdivision map submittal may incorporate an adjustment to the current Land Use Plan boundaries and Land Use Plan statistical table acreages on file at the County without necessitating a Specific Plan Amendment, provided that each boundary adjustment:

- be located within the Specific Plan area;
- maintain the size of the Town Center as described in Chapter 3, Land Use;
- retain a minimum of 80 percent of the original total gross acreage, and cannot exceed 120 percent of the original gross acreage approved under the Specific Plan. For example, an original 100-gross-acre land use parcel could be adjusted to a maximum of 120 gross acres or to a minimum of 80 gross acres; the concurrent revision to a 50-acre land use parcel could result in a revised maximum 60-acre or a minimum 40-acre land use parcel (see Exhibit 10.3);
- maintain compliance with Measure M, including a minimum of 1,000 acres of public use space, a minimum of 3,600 acres of commercial and industrial uses, and a maximum of 2,900 acres for residential construction;
- match the parcel adjustments within each phase to maintain total acreages for each land use designation per the phasing plan;
- does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Design Guidelines (Appendix A) and LUDC (Appendix B); and
- does not adversely impact planned infrastructure, roadways, schools or other public facilities, affordable housing agreements, or fee programs and assessment districts, unless such impacts can be reduced to an acceptable level through project-specific design features.

As the general plan designation for the entire Plan area is SP, as described in Section 10.5.1, corresponding adjustments to the general plan are not required.



**SCHOOL, PARK, OR PUBLIC FACILITY SITE ADJUSTMENTS**

Public services facilities such as open space, recreation uses, parks, and schools are represented on the Land Use Plan (Exhibit 3.4). These uses may be adjusted in terms of size and location, pursuant to the provisions below. Such adjustments will typically occur at the subdivision map stage.

- The relocated facilities must meet siting standards established for each type of public facility within the Sutter Pointe Design Guidelines (Appendix A), and other applicable plans.
- All adjustments to public facilities shall be subject to an environmental study, which confirms that all resulting impacts will be mitigated.
- Any relocated parks and schools must still be within walking distance of the residents they serve and relocated to allow similar joint-use facilities to original proposed locations.

**Exhibit 10.3:** Land Use Parcel Boundary and Parcel Adjustment

**TRANSFER OF DWELLING UNITS**

The County may approve a residential unit transfer/density adjustment between any Specific Plan land use parcels, provided that the following conditions are satisfied:

- The sending and receiving parcels are both located within the Specific Plan area, are designated for residential use, and are subject to a development agreement;
- The transfer of units does not: (a) reduce the number of units allocated to the transfer parcel below the minimum number of units allowed by the applicable land use designation; (b) increase the number of units allocated to the receiving parcel above the maximum number of units allowed by the applicable land use designation; or (c) result in an increase in the total number of planned units permitted in the Plan area (17,500 dwelling units);
- The transfer does not move dwelling units out of high density residential (HDR) designations, unless they are transferred into another HDR parcel (dwelling units may be transferred into HDR parcels from LDR and MDR parcels);
- The transfer does not move dwelling units out of the mixed-use Town Center;
- The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the

applicable standards or regulations contained in this Specific Plan and related Design Guidelines (Appendix A) and LUDC (Appendix B); and

- The transfer of units does not adversely impact planned infrastructure, roadways, schools or other public facilities, affordable housing agreements, or fee programs and assessment districts, unless such impacts can be reduced to an acceptable level through project-specific design features.

**TRANSFER OF NON-RESIDENTIAL BUILDING SQUARE FOOTAGE BETWEEN LAND USE PARCELS**

Transfer of non-residential building square footage between land use parcels is permitted provided that:

- The sending and receiving parcels are both located within the Specific Plan area, are designated for non-residential use, and are subject to a development agreement;
- The transfer shall be subject to an environmental study which confirms that all resulting impacts will be mitigated;
- The transfer does not: (a) increase the amount of building square footage allocated to the receiving parcel above that allowed by the maximum FAR within the applicable land use designation, or (b) result in an increase in the

total planned non-residential building square footage permitted in Sutter Pointe (49,706,000 sq. ft.);

- The transfer of non-residential square footage out of the mixed-use Town Center is not permitted;
- The transfer does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Design Guidelines (Appendix A) and LUDC (Appendix B); and
- The transfer does not adversely impact planned infrastructure, roadways, schools or other public facilities, affordable housing agreements, or fee programs and assessment districts, unless such impacts can be reduced to an acceptable level through project-specific design features.

**CONVERSION OF EMPLOYMENT LAND USE DESIGNATION TO RESIDENTIAL**

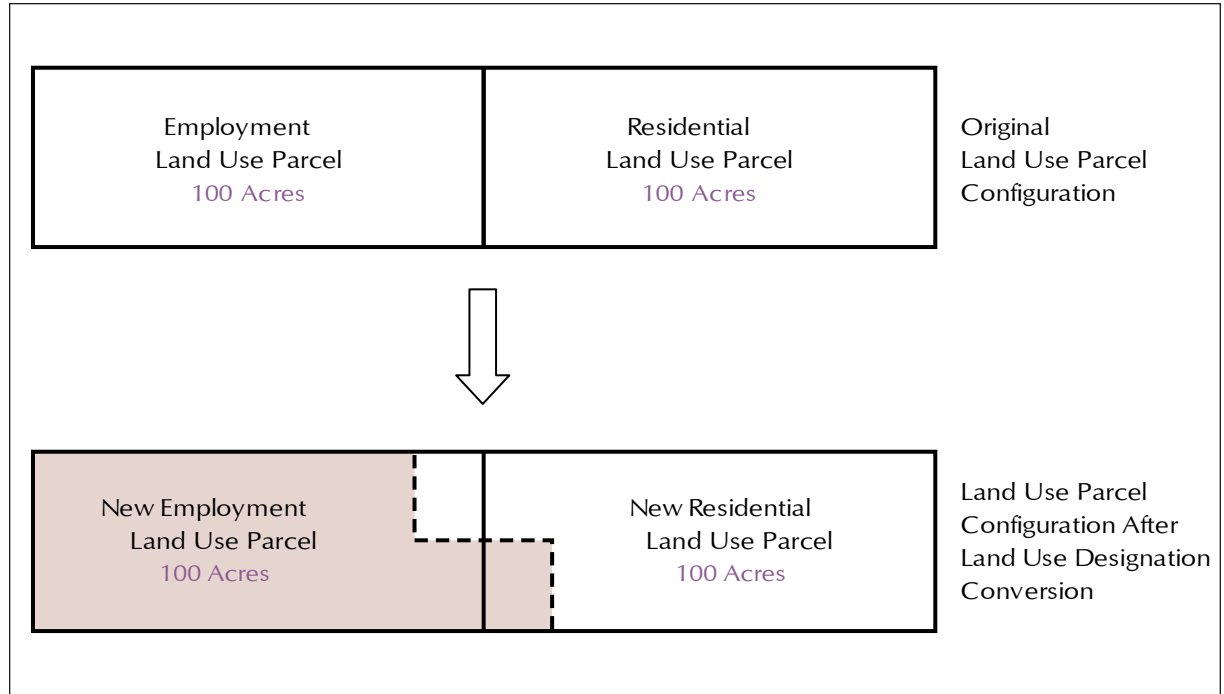
To facilitate creative and innovative mixing of uses, land use parcels, or portions thereof, designated as employment use may be converted to a residential land use designation provided that:

- The total acres of employment use (E1, E2, or CR) subject to conversion within one or more land use parcels is matched by a

like conversion of LDR or MDR land use to employment uses (see Exhibit 10.4).

- The conversion of employment designated acreage to residential land use designation shall be subject to an environmental study consistent with CEQA.
- The residential dwelling units designated for the converted area may be transferred from other land use parcels pursuant to Section 10.6.6 and shall not result in an increase in the maximum and minimum residential and non-residential acreages and the total number of planned units in the Specific Plan (17,500 dwelling units).

As the general plan designation for the entire Specific Plan area is SP, as described in Section 10.5.1, corresponding adjustments to the general plan are not required. Transfers pursuant to these provisions shall occur concurrently with filing of tentative subdivision maps for subject parcels.



**Exhibit 10.4:** Conversion of Employment Land Use Designation to Residential

**CONVERSION OF RESIDENTIAL TO  
EMPLOYMENT LAND USE DESIGNATION**

Residential land use parcels, or portions thereof, designated as LDR or MDR may be converted to an employment designation (E1, E2, or CR) provided that:

- The total acres of residential use subject to conversion within one or more land use parcels is matched by a like conversion of employment land use designations to residential land use designation areas.
- The conversion of residential use to employment use shall be subject to an environmental study consistent with CEQA.
- Transfers pursuant to these provisions shall occur concurrently with filing of tentative subdivision maps for subject parcels.

**10.6.7 ENVIRONMENTAL REVIEW**

All applications for a development entitlement that are submitted following approval of the Specific Plan shall be reviewed for conformity with the Specific Plan and for compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.

Please refer to Chapter 1, Introduction for a description of the CEQA documentation prepared for this Specific Plan.

10.7 FINANCING AND MAINTENANCE OF PUBLIC IMPROVEMENTS

The Sutter Pointe Specific Plan Public Facilities Financing Plan identifies all backbone infrastructure improvements needed to serve the Plan area, including roadways, sewer, water, and drainage, and describes the costs and financing mechanisms that will be used to fund these improvements in a timely manner. This section provides a summary of the Public Facilities Financing Plan. Please refer to Appendix G for the technical Public Facilities Financing Plan that incorporates these strategies.

The goals of the Public Facilities Financing Plan are as follows:

- Identify ways to finance construction of infrastructure through public and private financing;
- Establish project-specific fees to fund major backbone facilities not included in existing fee programs;
- Utilize existing Sutter County and Special District fee programs to the extent possible;
- Make maximum use of “pay-as-you-go” mechanisms;
- Make appropriate use of municipal debt financing mechanisms; and
- Build in flexibility to allow response to market conditions.

10.7.1 FINANCING METHODS

The construction of backbone and other public improvements designed to serve the Plan area will be funded by a variety of mechanisms including countywide impact fees, school district impact fees, Plan area fees, establishment of special districts and assessments (i.e., county service area or other special district(s)), developer financing, and other potential methods.

Financing methods may include, but are not limited to, the following:

1. **County Impact Fees.** Sutter County has adopted a set of development impact fees to finance capital improvements. Future updates to County fees may include certain improvements within Sutter Pointe.
2. **School District Impact Fees.** The various school districts have established fees, in accordance with State regulations, to be used to construct school facilities. School impact fees are collected by the County prior to the issuance of a building permit and are forwarded to the applicable school districts.

3. **Plan Area Fees.** County and other existing fee programs may not finance all capital improvements required to serve the Plan area. Plan area fees and/or a reimbursement program may be created to finance the balance of road, water, sewer, drainage, detention, open space, parks, and capital facilities.
4. **Community Facilities District.** One or more Community Facilities Districts (CFDs) may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities in the Plan area. The 1982 Mello Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds from a CFD bond sale can be used for direct funding of improvements, to acquire facilities constructed by the developer, and/or to reimburse developers for advance funding of improvements. The annual special tax can be used toward bond debt service or to build infrastructure as needed. The proceeds of the Mello Roos special tax can be used for direct funding of facilities and/or to pay off bonds.
5. **Developer Financing.** Individual developers may also finance backbone infrastructure and other public improvements, either voluntarily or as a condition of development approval.

**Objective 10.7-1:** Fund major infrastructure and public facilities required for Sutter Pointe development to proceed using a suitable and appropriate combination of public and private financing.

**Policy 10.7-1:** The full costs of both on-site and off-site public infrastructure and public facilities required to support Sutter Pointe will be funded from revenues generated by development within the Specific Plan area.

**Policy 10.7-2:** Development projects will be required to fund and construct the costs of extending the backbone infrastructure necessary to adequately serve and support their project, consistent with the various public facilities master plan(s) prepared for Sutter Pointe subject to fee credits or future reimbursements. The costs for backbone infrastructure and public facilities will be allocated to the extent possible based on a project's fair share of required improvements.

**Policy 10.7-3:** Existing County/other Agency fee programs shall be used to fund Specific Plan infrastructure to the extent the improvements are eligible for such funding.

**Policy 10.7-4:** "Pay-as-you-go" financing will be used to the extent possible. The principal use of debt financing will be to fund those broad scale facilities needed to facilitate development of the entire community or significant portions thereof. Debt financing will be used only when needed to permit development or in order to maintain established level of service standards.

**Policy 10.7-5:** A new Plan area fee will be established for those backbone improvements that are not funded by existing fee programs or by some form of public debt. A fair share cost allocation of the Plan area fee for public improvements required will be established for each land use parcel.

**Policy 10.7-6:** When using debt financing, the total annual tax and/or assessment rates for developed land shall not exceed fiscally prudent standards consistent with County rules and procedures.

**Policy 10.7-7:** Before undeveloped properties can be included within assessment districts, property owner consent is required as provided by State statute and local requirements. Participating landowners agree to annex into an

existing County Service Area (CSA), Community Services District (CSD), and/or other Special Districts, such as a Sewer Maintenance District (SMD) and provide funding for infrastructure improvements according to provisions of development agreements which accompany this Specific Plan. When properties owned by non-participating landowners are proposed for development and a rezone application is approved and the property benefits from publicly financed infrastructure; said property owner shall be similarly required to annex into a CSA, CSD, SMD, and/or other special districts, which have funded or will fund improvements that benefit the property. Parcel maps or lot splits that are found by the applicable hearing body to be for agricultural uses and that are consistent with underlying agricultural zoning are exempt from this policy.

### 10.7.2 FINANCING STRATEGY

The major infrastructure required for development to proceed in the Plan area will be funded through a combination of public and private financing. Fees, such as County and Special District development impact fees and Plan area fees, will be used to fund required facilities when possible.

Bond financing may be needed to fund development impact fees and other costs during the early years of development, as well as at other strategic times when Plan area fees are not able to timely fund the necessary facilities required for new development. However, debt financing will be limited to prudent levels and shall be consistent with State and County guidelines.

Facilities will be constructed as they are needed to serve new development. Development projects will be conditioned during the subdivision process to construct facilities needed to serve the development. Developers will receive either fee credits or reimbursements for advancing eligible projects based on the County/District's reimbursement policies. Developers participating in the debt financing mechanism will also receive fee credits for facilities funded through debt financing. If the bond capacity is insufficient to fund all required improvements, other funding mechanisms such as private financing will be required.

Several different financing sources will be used to fund the infrastructure required to serve the projected development and to mitigate impacts on surrounding developments. The County and Special Districts serving the Plan area have established development impact fee programs to fund a portion of the road, sewer, water, sheriff, and park facilities.

A Plan area fee program will be utilized to fund the remaining sewer, water, drainage, and roadway infrastructure costs. Plan area fees will also be utilized to fund public facilities such as, parks and open space, library, and transit centers. In addition to Plan area fees, which will not provide up-front funding in time for many of the facilities, debt financing (Assessment District or Mello-Roos financing) will be used to fund facilities toward the beginning of development. School facilities will be funded through school mitigation fees and possibly through other funding sources including the State School Building Program, or local general obligation bonds.

It is expected that costs will change over time and therefore each funding mechanism should include a method for adjusting the amount of funding to reflect current costs at the time of construction.

Other financing mechanisms may also be used, including creation of private districts or associations to fund maintenance of certain facilities in the Plan area. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications, conveyances, maintenance and other financing, and improvement related obligations are detailed in the Specific Plan development agreements.

### 10.7.3 URBAN SERVICES PLAN

An Urban Services Plan (Appendix F) has been created to address the manner in which public services delivery will be managed and financed. Maintenance of public infrastructure improvements is also included in this plan. It is anticipated that initial delivery of many urban services will be administered by the CSA or CSD. These services will be administered by a separate entity under a County department, such as the County Administrative Office or the Office of Economic Development, with an administrator and limited staffing to manage service contracting.

As the Specific Plan area develops, it will incorporate. Upon incorporation, the responsibility for providing certain services may transfer from the CSA or CSD to the newly incorporated city, with the exception of human services that are mandated by the State to be administered by a County.

Properties will be required to annex into an existing CSA or CSD and/or any special districts established for maintenance of certain facilities that provide special benefit to the Plan area, such as a Sewer Maintenance District, prior to receiving said services. Such facilities may include landscape corridors and medians, open space areas, trails, bike paths, drainage, detention and retention facilities, stormwater quality treatment facilities, and parks.

## **10.8 AMENDMENTS AND MINOR REVISIONS**

### **10.8.1 SPECIFIC PLAN AMENDMENTS**

Proposed changes to a specific plan typically require approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the Board of Supervisors.

### **10.8.2 MINOR REVISIONS**

It is anticipated that the Sutter Pointe Specific Plan may need to respond to changing conditions and expectations during the course of its implementation. To address this intent, the Plan provides for Minor Revisions to the Specific Plan in addition to typical Specific Plan Amendments.

The Community Services Director shall determine whether a proposed revision is minor, and may act upon a minor revision to the Specific Plan administratively. A minor revision to the Specific Plan may be processed if determined by the Community Services Director to be in substantial conformance with:

- (1) The Vision and overall intent of the Sutter Pointe Specific Plan;
- (2) The applicable Specific Plan development agreement(s);
- (3) The Sutter County General Plan; and,
- (4) The Sutter Pointe Specific Plan Environmental Impact Report.

Examples of minor revisions to the Specific Plan include, but are not limited to:

- The addition of new or updated information that does not substantively change the Specific Plan.
- Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Plan area.
- Modifications to the Design Guidelines, such as revisions to design treatments or materials, if it is determined that such changes achieve the design intent to the same or better level.

Any proposed minor revision to the Specific Plan may, at the sole discretion of the Community Services Director, be referred to the Planning Commission and Board of Supervisors for action. Determinations and actions by the Community Services Director may be appealed to the Planning Commission. If the Community Services Director determines that a proposed amendment does not meet the above criteria, a Specific Plan Amendment (SPA) shall be required.