

**ZINFANDEL SPECIAL PLANNING AREA**

512-200. INTENT. It is the intent of the Board of Supervisors in adopting this Special Planning Area Ordinance to permit infill development in a manner consistent with the General Plan that allows for mixed land use development including residential uses, industrial uses, office uses, commercial uses, public/quasi-public uses, and recreational uses. Proposed improvements within the Zinfandel SPA shall meet the Development Standards described within this ordinance. The Zinfandel SPA Design Guidelines, adopted by the Board of Supervisors together with the SPA shall also be used to guide development of the area. The Guidelines and Standards seek to encourage bicycle and pedestrian access between employment, commercial, residential, and public uses.

The objectives promoted by the establishment of the Zinfandel Special Planning Area are:

- (A) Provide infill development within the Rancho Cordova Community consistent with the phasing out of mining operations in the planning area.
- (B) Provide for proximate housing that will support the Mather Reuse Plan.
- (C) Provide for industrial, office and commercial development that compliments the Mather Reuse Plan.
- (D) Provide for residential development that improves the jobs/housing balance in the eastern portion of the County and that does not have to cross the American River or utilize Highway 50 to access the Highway 50 corridor employment center.
- (E) Integrate the project site with the surrounding development and circulation pattern by creating street and pedestrian connections.
- (F) Establish an internal circulation system that enables trips to shopping, school, recreation, and employment destinations without depending exclusively on thoroughfares or arterials.
- (G) Establish commercial uses that are designed for convenient pedestrian access, are constructed of quality materials, and enhance the visual character of the community.
- (H) Provide diversity in housing stock in the Rancho Cordova Community by providing move-up housing opportunities.
- (I) Encourage separate and distinct identities for each residential neighborhood.
- (J) Create neighborhoods that promote pedestrian circulation.

512-201. **APPLICABILITY.** The provisions of this Article shall apply to the land area shown in Section 512-212.

512-202. **DEFINITIONS.**

- (A) "RD-3", "RD-4", "RD-5", "RD-7", "RD-10", "RD-15" and "RD-20" shall be the same in this Article as they are in the County Zoning Code and shall be regulated as provided in Chapters 1 and 15 of that Code.
- (B) "Zinfandel Circulation Plan" is the Circulation Plan prepared for the SPA and is shown in Section 512-213.
- (C) "Zinfandel Development Plan Standards" are the development standards for land uses within the SPA and are provided in Section 512-214.
- (D) "Zinfandel Land Use Plan" is the Land Use Plan prepared for the SPA and is shown in Section 512-215.
- (E) "Zinfandel Open Space Plan" is the Open Space Diagram prepared for the SPA and is shown in Section 512-217.
- (F) "Zinfandel Phasing Plan" is the Phasing Plan prepared for the SPA and is shown in Section 512-218.
- (G) "Zinfandel Development Plan Design Guidelines" are the development guidelines for land uses within the SPA as adopted by the Board of Supervisors and are attached to this Ordinance as Exhibit "A".

512-203. **REVIEW AUTHORITY.** The Director of Planning and Community Development is the appropriate authority to determine consistency of development projects with the provisions of the Zinfandel SPA Ordinance. Appeals of decisions of the Director shall be taken as provided in Title I, Chapter 15, Article 3 of the County Zoning Code.

512-204. **PERMITTED USES.** All land within the SPA that has a Mining Overlay as depicted in Section 512-216 may be maintained for mining purposes in accordance with the Mining Use Permit and Reclamation Plan (dated, May 9, 1975) without meeting the Development Standards and Performance Standards of this Ordinance. Reclamation may occur throughout the property in accordance with the Mining Use Permit and Reclamation Plan without meeting the Development Standards and Performance Standards of this Ordinance. Additional development is permitted throughout the SPA if the Development Standards and Performance Standards of Sections 512-206 and 512-209 are met. This additional development is categorized and divided into seven use areas within the SPA. The use areas are Low Density (LD), Low Density Cluster (LDC), Medium Density (MD), Retail Commercial (RC), Light Industrial (LI), Business and Professional (BP), and Open Space/Recreation (O). An Elementary School is

permitted within any area within the SPA consistent with the Mather Airport CLUP. The boundaries for each use area are depicted on the Zinfandel Land Use Plan in Section 512-215.

- (A) **Residential Areas:** Permitted uses within the Residential Areas, as shown in Section 512-215, are those uses permitted in the RD-15, RD-10, RD-7, RD-5, RD-4, and RD-3 Land Use Zones as defined in Section 512-202; the Development Standards described in Section 512-206; and special conditions referenced in Zoning Code Section 201-04 with the following conditions:
- (1) **Low Density (LD) Area:** Permitted uses in the LD Area as shown in Section 512-215 are limited to those uses allowed in the RD-5, RD-4, and RD-3 Land Use Zones. In no case shall densities of less than 2 d.u. per net residential acre or more than 5 d.u. per net residential acre be permitted in the LD Area. At least 15% of the single family units developed within the SPA shall be developed as RD-4 or less dense.
  - (2) **Low Density Cluster (LDC) Area:** Permitted uses in the LDC Area as shown in Section 512-215 are limited to those uses allowed in the RD-7, RD-10 and RD-15 Land Use Zones. The LDC Area shall be designed as a cluster development pursuant to Development Standards described in Section 512-206. In no case shall densities of less than 7 d.u. per net residential acre or more than 12 d.u. per net residential acre be permitted in the LDC Area. The LDC Area shall average 9 d.u. per acre.
  - (2) **Medium Density (MD) Area:** Permitted uses in the MD Area as shown in Section 512-215 are limited to those uses allowed in the RD-15 and RD-20 Land Use Zones. In no case shall densities of less than 15 d.u. per net residential acre or more than 20 d.u. per net residential acre be permitted in the MD Area.
- (B) **Retail Commercial (RC) Areas:** Permitted uses within the RC Areas, as shown in Section 512-215, are those uses permitted in the Shopping Center (SC), Business and Professional Office (BP) Zone, and Residential (RD-10, RD-15 and RD-20) Land Use Zones with the following exceptions and conditions:
- (1) Residential uses are permitted only when located in conjunction with retail commercial uses. Up to two floors of residential uses may be added for every ground floor of retail space as a density bonus. All other height, bulk and parking standards must be met. Office uses are permitted within this area.
  - (2) The following public and institutional uses are also permitted within the RC Areas:

**Institutional Uses:** such as churches, schools, day care and membership organizations; and

**Public Uses:** such as transit, postal, park, utility, public safety, and any other public facilities deemed necessary by the appropriate authority; or

**Similar and like uses:** if a use is not listed above and is similar or like other permitted uses, the appropriate authority may grant a use permit for such a use as provided in Section 110-30.5 of the Zoning Code to the extent the proposal meets the intent of the permitted uses listed above.

- (C) **Light Industrial (LI) Areas:** Permitted uses within the LI Areas as shown in Section 512-215 are those uses permitted in the Light Industrial (M-1) Land Use Zone and the Industrial - Office Park (MP) Zone, as listed in Zoning Code Section 230. Private schools shall be permitted within the LI Area outside of the Approach/Departure Zone. Development of LI uses within the approach departure zone for Mather Field shall be subject to the use restrictions described in the Mather Approach/Departure Use Restriction Table, Section 512-219.
- (D) **Business and Professional Office (BP) Areas:** Permitted uses within the BP Areas as shown in Section 512-215 are those permitted in the Business and Professional Office (BP), as listed in Zoning Code Section 225, and Industrial - Office Park (MP) Zone, as listed in Zoning Code Section 230. Public and institutional uses described above in Section 512-204 (B) (2) shall be permitted within the BP Area.
- (E) **Open Space/Recreation Area:** Permitted uses within the Recreation Area as shown in Section 512-215 are those uses permitted in the Recreational (O) Land Use Zone as listed in the Zoning Code Section 220.

512-205. **DEVELOPMENT PLAN REVIEW.** Specific development projects for properties within the SPA (excluding tentative subdivision maps) shall be submitted to the Planning Department for the purposes of development plan review in accordance with the provisions of Section 110-80 through 110-86 of the Zoning Code and of this SPA. The review authority shall be the Director of Planning and Community Development. The intent of development plan review is for review of projects for consistency with the standards and guidelines including setbacks. Development proposals shall conform to the Development Standards described in Section 512-206. The Design Guidelines adopted by the Board of Supervisors shall be used to evaluate consistency of proposed projects to the objectives stated in the intent section of this SPA Ordinance. The standards specified within this SPA supersede the standards of the Zoning Code. If the Design Guidelines and Development Standards do not provide direction regarding specific standards, the Provisions of Title I, II, III, and IV of the Zoning Code shall apply as appropriate.

512-206. **DEVELOPMENT STANDARDS.** Development Standards are described in Section 512-214. In the LDC Area, minimum setback requirements shall be as follows:

Front shall be ten feet (10').

Interior Side shall be ten feet (10') from interior private drive, otherwise zero feet (0').

Street Side/Corner shall be five feet (5') from living area, three feet (3') from garage.

Rear shall be zero feet (0'), except that usable rear yard area shall be a minimum of 400 s.f. located such that it is directly accessible to the unit's living area.

In the RC Area, parking requirements provided in the Zoning Code shall apply except that credit shall be provided for on-street parking based upon street frontage directly adjacent to the parcel. In cases where the Development Standards do not provide direction regarding specific uses, the Zoning Code shall apply. In the BP Area, Development Standards shall be those that apply to BP zoning under the Zoning Code. In the LI Area, Development Standards shall be those that apply to MP zoning under the Zoning Code.

512-207. DESIGN GUIDELINES. In order to encourage innovative design and provide maximum flexibility, the Zinfandel SPA Design Guidelines adopted by the Board, shall be interpreted liberally by the Planning Department with the primary intent of meeting the objectives stated in Section 512-200 of this ordinance. However, lack of consistency with the intent of this SPA can be grounds to require a redesign, either with respect to detail or with respect to overall design concept. The Planning Director has the authority to require a redesign on these bases.

512-208. PHASING. This SPA is divided into two initial phases which are depicted in Section 512-218.

512-209. PERFORMANCE STANDARDS. The following Performance Standards have been established and must be implemented prior to Building Permits being issued for property within the SPA boundaries, except where exceptions are noted for Phase I development:

### **Financing Plan**

1. *The Villages of Zinfandel public facilities financing plan shall be applicable to all property within the Zinfandel Special Planning Area. A supplemental fee shall continue to be collected on the on the first 250 lots until such time as a new Financing Plan has been adopted. The new Financing Plan shall be consistent with the Land Use Circulation shown in 512-215, 512-213 and 512-218. The Financing Plan shall also describe the development threshold for the construction of the extension of International Drive pursuant to the Infrastructure Finance Section and Department of Transportation of the Public Works.*

**Roadway Improvements**

2. *Proposed development shall conform with a phasing plan developed to the satisfaction of the Director of Public Works. The phasing plan shall be prepared concurrent with any tentative subdivision maps or development plan review and shall be applied for at the time of said approval.*
3. *Each property developer, as part of a tentative map application, shall provide a Circulation Plan of streets and sidewalks within the proposed project that is consistent with the general location and number of roadways as shown in Section 512-213, the Circulation Diagram, and the Zinfandel SPA Design Guidelines. Modifications to exact locations may be permitted to the satisfaction of the County Transportation Division.*
4. *Required dedications of right-of-way and roadway improvements shall be made by the property owner or project developer whose property contains or abuts the required improvement. Right-of-way for the indicated streets shall be based on geometric design to be approved by the County Transportation Division. Dedications shall be made at the time of approval of subdivision or parcel maps. Improvements shall be made as part of project development as determined appropriate by the Transportation Division. Public street improvements shall be installed pursuant to the County Improvement Standards and the SPA Design Guidelines.*

*Construction of roadway improvements may be eligible for reimbursement or partial reimbursement from the Transportation and Development Fee (Chapter 16.87 of the Sacramento County Code), Measure "A" Sales Tax, or the permanent Zinfandel Public Facilities Financing Plan or CFD funds, or a combination thereof.*

5. *On the northbound approach to Zinfandel Drive and White Rock Road intersection, convert the right turn lane to a combined through and right turn lane. (TC-1, EIR)*
6. *The project proponent shall participate in the fair share funding of the following transportation improvements to the satisfaction of the Sacramento County Public Works Agency:*
  - a. *Widen U.S. 50 from Bradshaw Road to Sunrise Boulevard to provide HOV lanes.*
  - b. *Widen Airpark Drive, between Femoyer Street to A Street, from two to four lanes. (note: this measure should be modified pursuant to Jeff Clark's 12/9/99 comment memo.)*
  - c. *Widen Folsom Boulevard, between Routier Road to Mather Field from four to six lanes.*
  - d. *Extend International Drive across the Folsom South Canal to Sunrise Boulevard. (Note: A crossing of the Folsom South Canal at this location will require*

*ultimate approval of a General Plan Amendment to amend the Sacramento County General Plan Transportation Plan.) (TC-2, EIR)*

*-OR-*

*The project proponent shall reach a new agreement with the Sacramento County Public Works Agency with specific responsibilities for funding, construction and timing of transportation improvements to be identified in the Development Agreement and the new Financing Plan.*

6.5 *Provide landscape medians per Exhibit 512-220.*

### **Transit Facilities**

7. *Property owners shall dedicate easements for bus stops and shelter sites at locations within the SPA as approved by the County in consultation with Regional Transit as a condition of tentative map or development plan review approval. As a condition of tentative map or development plan review approval, property owners must either a) construct bus shelters, b) provide funding for the construction of bus shelters, or c) enter into an agreement with RT to provide funding for bus shelters at such time as regularly scheduled bus service is provided to the project. Compliance with requirements a, b, or c stated above must be to the satisfaction of Regional Transit.*
8. *Prior to issuance of a building permit for the 1000<sup>th</sup> residence on the site, the applicant shall submit a Transportation Plan to the Board of Supervisors for review and approval. The Transportation Plan shall identify the applicant's responsibility in participating in a shuttle or other supplemental transportation service to convey residents to/from light rail routes or nearby work centers, such as Mather or Capital Center, in the interim period between initial development phases and the point at which sufficient development exists to justify a RT bus route extension. As an alternative to the shuttle service, other options may be approved if adequate justification is given. For example, it may be more cost effective to assist in funding an actual bus route or service by Sacramento Regional Transit. Any shuttles used to transport residents and/or employees shall be powered by reduced emission engines, operating on an alternative fuel such as compressed natural gas or liquefied natural gas. This Condition can be satisfied through the formation of a Community Service Area (CSA) for the purpose of providing transit services to the property. (TC-5, EIR)*

### **Sewer and Water**

9. *Provide public sanitary sewer and water supply facilities in accordance with the Sacramento County Improvement Standards and to the satisfaction of CSD-1.*

10. *Prior to issuance of any building permits, the developer shall provide a verification from the appropriate water purveyor that an adequate and potable water system is available to service the project.*
11. *A potable public water supply system capable of receiving and distributing surface and groundwater shall be installed. The design of this system shall be subject to approval of the appropriate water purveyor.*
12. *Use of groundwater for potable uses shall be limited to existing wells within Southern California Water Company's (SCWC) Arden Cordova Water Service District. Use of on-site groundwater shall be limited to non-potable uses. (WS-1, TX-1, EIR)*
13. *All groundwater wells on the site shall be reviewed and approved by the Regional Water Quality Control Board, State Department of Toxic Substances Control, and State Department of Health Services, with respect to location, depth, and design to minimize potential hydraulic influence on existing Mather, Purity Oil and Aerojet contamination plumes and to minimize potential for on-site groundwater contamination from these plumes. (TX-2, EIR)*

#### **Fire Service Facilities**

14. *All property developers shall provide access arrangements and fire hydrants with adequate flow to the satisfaction of the fire district prior to any combustible construction.*

#### **Sheriff Services**

15. *Applicants for subsequent project development should consult with the Sheriff Department's Crime Prevention Unit to ensure the implementation of appropriate crime prevention construction and design.*

#### **School Facilities**

16. *One 8± acre school site plus park shall be reserved by the property owner in the location shown on the final adopted land use plan for acquisition by the Folsom-Cordova Unified School District. Such reservation shall remain in place until Folsom-Cordova Unified School District indicates in writing that the school site will not be used or an alternative school site is provided by the developer or acquired by the School District at which time such property may be developed pursuant to its underlying zoning designation.*

#### **Park and Recreation Facilities**

17. *Developer shall comply with Developers Requirements Agreement between the Developer and the Cordova Recreation and Park District. Such agreement shall provide for satisfaction of the Land Development Ordinance, Title 22 or the Sacramento County Code (Quimby Act) requirements.*



18. *All real property comprising the proposed project shall be included within the boundaries of one or more landscape and lighting assessment district(s) (as defined in the Streets and Highways Code of the State of California Part 2, Division 15 beginning at Section 22500 et seq.) or CFD established to provide for the long-term maintenance of all landscape and open space corridors, median islands and parks. Developers shall consent to the formation of such district(s) or the annexation to an existing district(s) prior to the recordation of a final subdivision map for the proposed project.*

**Noise**

19. *Future Tentative Subdivision Maps for residential uses shall: (a) incorporate adequate setback and building design and/or (b) provide a noise barrier, to achieve a noise level of 65 dB Ldn or lower within residential yard areas. (NS-2, EIR)*

**Drainage Facilities**

20. *Comply with the Villages of Zinfandel Drainage Plan.*
21. *Prior to any improvements required on the existing drainage channels or for drainage pipe outfalls, obtain any necessary permits or approvals from the U.S. Army Corps of Engineers and the California Department of Fish & Game. (DR-2, EIR)*
22. *Dedicate to the County of Sacramento the areas of the 100-year floodplain for both Morrison Creek and Capital Center channels within the project site. (DR-5, EIR)*
23. *Fencing adjacent to Morrison Creek and Capital Center channels shall be an open-style fencing. (DR-6, EIR)*

**Airport Compatibility**

24. *Prior to the construction of any structure containing office and/or commercial uses subject to airport noise levels of 70 CNEL or greater, the project applicant shall submit to the Department of Environmental Review and Assessment development plans identifying design measures which will reduce interior noise levels for office areas and areas where the public will be received, in order to provide an interior noise level of 50 CNEL or less. Design measures approved for noise attenuation shall be incorporated into the building design. (AC-1, EIR)*
25. *All buildings and structures shall be prohibited within the Clear Zone of Mather Field Airport. Development of Light Industrial uses within the approach departure zone for Mather Field shall be subject to the use restrictions described in the Mather Approach/Departure Use Restriction Table contained in Section 512-219 of this SPA (AC-3, EIR)*

26. *Prior to the issuance of any building permits, provide an avigation easement to the County of Sacramento for all residential areas. The avigation easement shall grant the right of flight and unobstructed passage of all aircraft into and out of Mather Airport. (AC-4, EIR)*
27. *Disclose to all prospective buyers of residential lots that the parcel is located within the Mather Airport Policy Area through notification in the Public Report prepared by the California Department of Real Estate. (AC-5, EIR)*
28. *Prior to issuance of any building permits for residential uses, submit to the County Department of Environmental Review and Assessment an acoustical study that clearly identifies the noise insulation measures to be incorporated to provide an interior noise level of 45 dB CNEL with windows closed in any habitable room. (AC-6, EIR)*

### **Biological Resources**

29. *No physical alteration of the southeast portion of the site as depicted on Plate BR-A of the Supplemental EIR shall occur until a Section 7 consultation with the U.S. Fish and Wildlife Service has been completed and appropriate permits have been obtained from the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers, if such activities would have the potential to disturb jurisdictional water of the United States or habitat for federally listed vernal pools invertebrate species. (BR-1, EIR)*
30. *Prior to improvement plan approval or building permit issuance for projects within the 83± acres of Swainson's hawk foraging habitat, whichever comes first, implement one of the following alternatives to mitigate for the loss of 83± acres of Swainson's hawk foraging habitat:*
  - a. *Preserve 41.5+ acres (0.50 acre for each acre lost) of similar habitat within a 10-mile radius of the project site to be protected through fee title or conservation easement acceptable to the California Department of Fish and Game.*
  - b. *Prepare and implement a Swainson's Hawk Mitigation Plan to the satisfaction of the California Department of Fish and Game that includes preservation of Swainson's hawk foraging habitat.*
  - c. *Submit a payment of a Swainson's hawk impact mitigation fee per acre impacted to the Department of Planning and Community Development in the amount as set forth in Chapter 16.130 of the Sacramento County Code as such may be amended from time to time and to the extent that said Chapter remains in effect.*
  - d. *If the County Board of Supervisors adopts a Swainson's hawk mitigation policy or program (which may include a mitigation fee payable prior to issuance of building permits) prior to the implementation of one of the above measures, the project proponent may be subject to that program instead. (BR-2, EIR)*

**Cultural Resources**

31. *Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any project-related activities, work shall be suspended and the Department of Environmental Review and Assessment shall be immediately notified at 874-7914. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the find with appropriate specialists as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. (CR-1, EIR)*

**Air Quality**

32. *The prime contractor shall provide a plan for approval by DERA demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NOx reduction and 45 percent particulate reduction<sup>i</sup> compared to the most recent CARB fleet average; and*

*The prime contractor shall submit to DERA a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the prime contractor shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.*

**And:**

*The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and DERA shall be notified within 48 hours of identification of non-complaint equipment. A visual survey of all in-operation equipment shall be made at*

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<sup>i</sup> PS = Potentially Significant  
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*least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.*

33. *“Lubrizol” shall be used as a fuel for diesel-powered equipment to help comply with Category 1 (AQ-1). This alternative fuel operates in any diesel engine, was recently certified by the California Air Resources Board, and is commercially available. Use of this fuel in a diesel engine will reduce NOx emissions by 14% and PM10 emissions by 63%. Question regarding the use of Lubrizol should be directed to Mr. Tom Swenson, at the District Offices, by calling (916) 874-4889.*
34. *New street trees along Zinfandel Boulevard shall be a minimum 15-gallon size.*

#### **Mitigation Monitoring and Reporting Program**

35. *Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows:*
- a. *The project proponent shall comply with the MMRP for this project, including the payment of 100% of the Department of Environmental Review and Assessment staff costs, and the costs of any technical consultant services incurred during implementation of the MMRP. An initial estimate of the costs of \$50,000 has been deposited with the County. If the initial estimate of these costs exceeds the actual monitoring costs, the balance shall be refunded to the proponent, and if the actual monitoring costs exceed the initial estimate, the proponent shall be responsible for paying the additional amount.*
- b. *Until the new MMRP has been recorded, no final parcel map or final subdivision map for the subject property shall be approved; and no encroachment, grading, building, sewer connection, water connection or occupancy permit from Sacramento County shall be approved.*
36. *This ordinance shall not take effect until 30 days after the adoption of the Resolution amending the Sacramento County General Plan. Any tentative map that is affected by the amended SPA ordinance shall not take effect until 30 days after the effective date of this ordinance.*

512-210. FINDINGS. The Planning Commission and Board of Supervisors make the following findings in adopting this Ordinance:

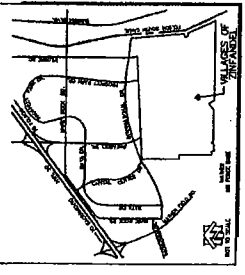
- (A) The area included within this Special Planning Area is appropriate for concentrations of medium and low density residential development because of its proximity to employment centers, a proposed light rail line, and freeway with potential for express bus service.
- (B) Office and Commercial uses are appropriately located in a central area, which is connected to all the neighborhoods by both roads and pedestrian paths.
- (C) This SPA encourages a jobs-housing relationship, pedestrian access to adjacent uses, effective infrastructure provision, and efficient use of land.
- (D) The application of standard land use zones cannot adequately address the development potential of the SPA.
- (E) This Special Planning Area is of sufficient size that the adoption of the regulations contained herein will not constitute the granting of a special privilege nor deprivation of property rights.
- (F) The Special Planning Area will provide for a reasonable use of the land and not cause undue hardship on the property owners.

512-211. EXHIBITS. Sections 512-212 THROUGH 512-218 regulate the property described in Section 512-212 and are attached hereto and by this reference incorporated in the SPA.

|         |         |   |
|---------|---------|---|
| Section | 512-212 | Zinfandel Special Planning Area                 |
| Section | 512-213 | Circulation Diagram                             |
| Section | 512-214 | Zinfandel Development Standards                 |
| Section | 512-215 | Zinfandel Land Use Plan                         |
| Section | 512-216 | Mining Overlay Areas                            |
| Section | 512-217 | Open Space/Recreation Diagram                   |
| Section | 512-218 | Phasing Diagram                                 |
| Section | 512-219 | Mather Approach/Departure Use Restriction Table |
| Section | 512-220 | Roadway Phasing Diagram and Roadway Sections    |

Exhibit "A" Zinfandel SPA Design Guidelines

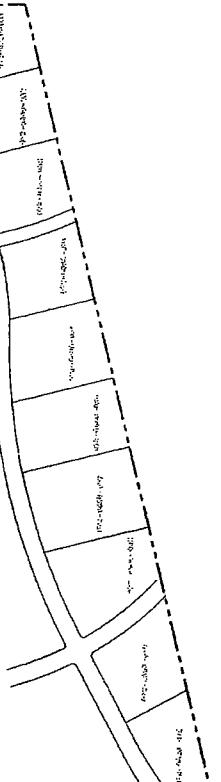
LOCATION MAP



073-0600-004

072-0070-002

CENTRAL CENTER BUSINESS PARK



NASSIP  
MEDICAL CENTER

087-0010-002

NATHAN FIELD

007-0010-002

087-0650-003

# ZINFANDEL SPECIAL PLANNING AREA



NATHAN FIELD  
COURTY AVENUE FACILITY  
087-0010-002

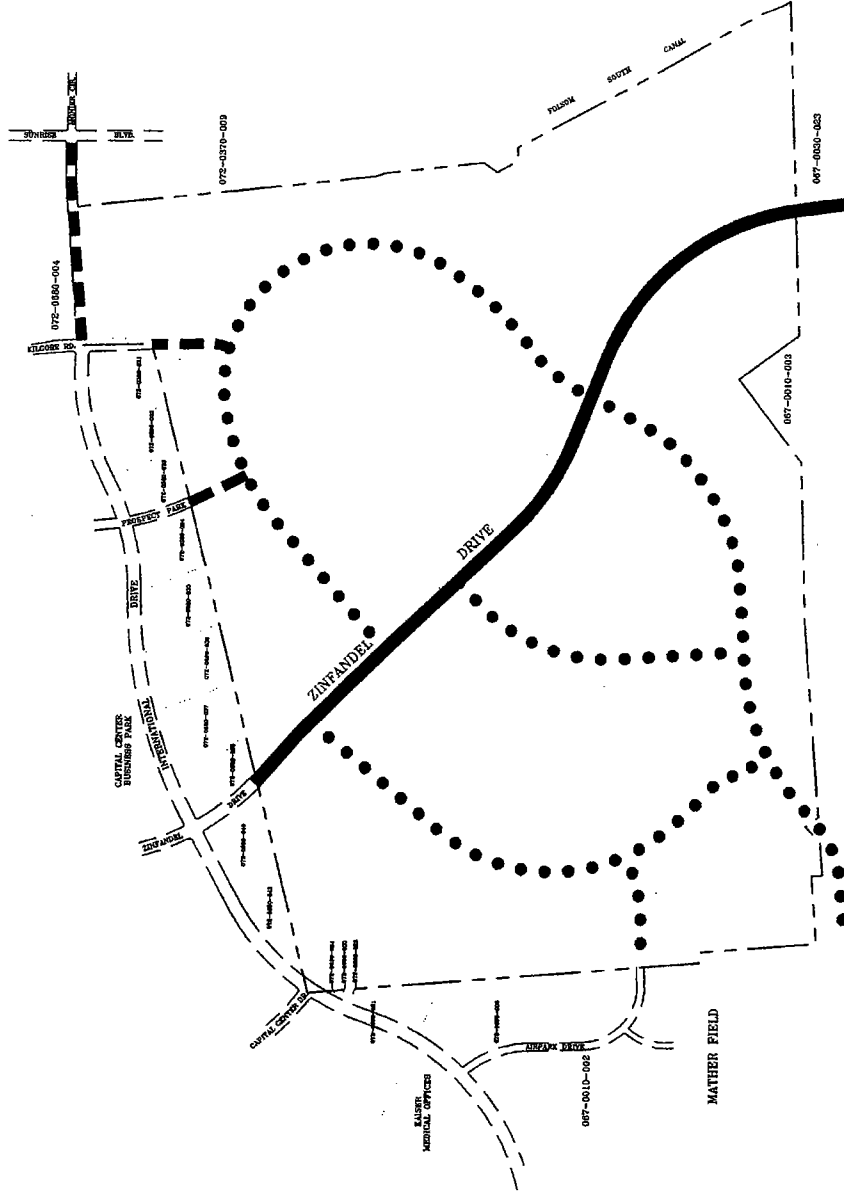
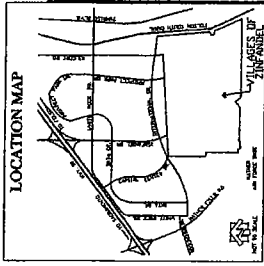
**517** - 212  
SPECIAL PLANNING AREA  
MARCH, 2002

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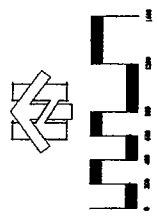
CIRCULATION PLAN

# VILLAGES OF ZINFANDEL

SACRAMENTO COUNTY, CALIFORNIA



- LEGEND
- THOROUGHFARE (6 LANES)
  - ARTERIAL (4 LANES)
  - COLLECTOR (2 LANES)



512 - 213  
CIRCULATION PLAN  
MARCH, 2002

G.C. WALLACE OF CALIFORNIA, INC.  
Engineers/Planners/Surveyors  
10000 Folsom Blvd., Suite 100, Folsom, CA 95630

**THE VILLAGES OF ZINFANDEL**

**DESIGN GUIDELINES**

| Land Use   | Single-Family Residential Conventional   | Single-Family Residential Cluster   | Multi-Family Residential  | Commercial  | Business-Professional   | Light Industrial [5]  |
|--|--|---|---|---|---|---|
| Zoning   | LD   | LDC   | MD  | RC  | BP  | LI  |
| Density  | 3-5 DU/AC  | 7-15 DU/AC<br>ANC 9 DU/AC   | 15-20 DU/AC   | N/A   | N/A   | N/A   |
| Comparable County Zone/<br>Permitted Uses                                | RD-3, RD-4, RD-5   | RD-7, RD-10,<br>RD-15   | RD-15, RD-20  | SC, BP, RD-15,<br>RD-20   | BP, MP  | MP, M-1   |
| Setbacks<br>Front (Min.)   | 20'  | 10'   | 25'   | 25' / 0' [3]  | 25' with 10'<br>landscape area  | 25' with 10'<br>landscape area  |
| Interior Side (Min.)   | 5' for one or two-story<br>unit  | 0' min./ 10'<br>between<br>units  | one-story or 20'<br>max. ht. = 25', if<br>two stories or<br>more than 20'<br>height = 100'<br>from S.F. resid.    | 25'   | 20'   | 10' if adjacent to<br>non-residential<br>areas, 50'<br>landscaped area if<br>adjacent to<br>residential areas |
| Street Side/Corner (Min.)  | 12.5'  | 5'-living area<br>3'-garage   | 25'   | 25'   | 25'   | 25' with 10'<br>landscape area  |
| Rear (Min.)  | 20% of avg. lot depth,<br>10' min. for one-story,<br>15' min. for two story<br>[1]   | 0' [2]  | See Zoning<br>Code  | 25'   | 25'   | 10' if adj. to non-<br>residential areas,<br>50' landscaped area<br>if adjacent to<br>residential areas       |
| Projections (Max.)   | 2'   | 2'  | N/A   | N/A   | N/A   | N/A   |
| Ancillary Structures/Pools   | 5'   | 5'  | 25'   | See Zoning Code   | See Zoning Code   | See Zoning Code   |
| Garage (Min.)  | 20'  | 0'  | 25'   | N/A   | N/A   | N/A   |
| Distance Between Units<br>(Min.)   | 10' for one or two-<br>story   | 7' for one or<br>two-story  | 10'   | N/A   | N/A   | N/A   |
| Height (Max.)  | 30'<br>two-stories   | 35'<br>two stories  | 40'<br>three-stories  | 24-40', see<br>Zoning Code  | 24-40', see<br>Zoning Code  | 24-40', see Zoning<br>Code  |
| Lot Width (Min.)   | RD-3 & 4 = 65'<br>RD-5 = 52 interior, 62'<br>corner lots                             | 58'   | N/A   | N/A   | N/A   | N/A   |
| Area<br>Lot Area (Min.)  | RD-3 = 10,000s.f.<br>RD-4 = 8,500s.f.<br>RD-5 = 5,200 s.f. int.,<br>6,200s.f. corner | 3,000 s.f.  | N/A   | 10,000s.f.  | 10,000s.f.  | 10,000s.f.  |
| Open Space Area (Min.)   | 10% of the buildable<br>lot area   | 400s.f. usable<br>rear yard area  | one-story:10'<br>two-story:15'<br>three-story:20'   | N/A   | N/A   | N/A   |
| Parking (Min.)<br>(consult Zoning Code for<br>Use-Specific requirements) | 2 spaces per residential<br>lot within the lot's<br>buildable<br>area/driveway       | 2-car garage per<br>dwelling unit<br>within the lots<br>buildable area/<br>driveway | 2+ bdrm. units=<br>2 spaces per<br>unit; 1 bdrm.<br>units=1.5 spaces<br>per unit; 0.6<br>guest spaces per<br>unit | 4.5 spaces per<br>1000 s.f. of gross<br>floor area                        | 4.5 spaces per<br>1000 s.f. of gross<br>floor area                        | 3 spaces per 1000<br>s.f. of gross floor<br>area  |
| Driveways (Min. Depth)   | 20'  | 18'   | N/A   | N/A   | N/A   | N/A   |
| Walls and Fencing  | 6' wall or fence at<br>rear/side yard  | Perimeter &<br>side/rear yard<br>wall or fence<br>max. 6' ht.                       | Perimeter wall<br>or open fence<br>max. 6' in<br>height   | 6' masonry wall<br>adj. to loading<br>docks or other<br>noise sources [4] | 6' masonry wall<br>adj. residential<br>areas, 2.5'adj. to<br>street R.O.W | As set forth in<br>Zoning Code Title<br>III, Chapter 1,<br>Article 5  |

[1] This setback is for residential lots less than 125' in depth. See Zoning Code for lots more than 125' in depth.

[2] Rear yard dimensions vary. Usable rear yard area will be a minimum of 400 s.f. located directly accessible to the units' living area.

[3] Front setbacks along all streets, except "Main Street", shall be 25' with a corresponding 25' of landscaping. Front setbacks along "Main Street" within the Villages Core area may be reduced to 0' provided that primary building entries are oriented toward the Main Street.

[4] Masonry wall adjacent to the Commercial site may be deleted based on the greenbelt providing separation from residential uses. A noise study shall be required to verify need for partial noise wall screening adjacent to loading docks or other commercial noise sources.

[5] Light Industrial land uses will be consistent with the CLUP.



