



Triangle Special Planning Area Update

January 23, 2019

Overview

- Update to the Triangle Special Planning Area for consistency with the pending General Plan Update
 - Revisions to the land plan based upon prior City Council direction
 - Update infrastructure and service information
 - Update allowed uses and development standards
- Request City Council direction on remaining items so SPA Update can be finalized

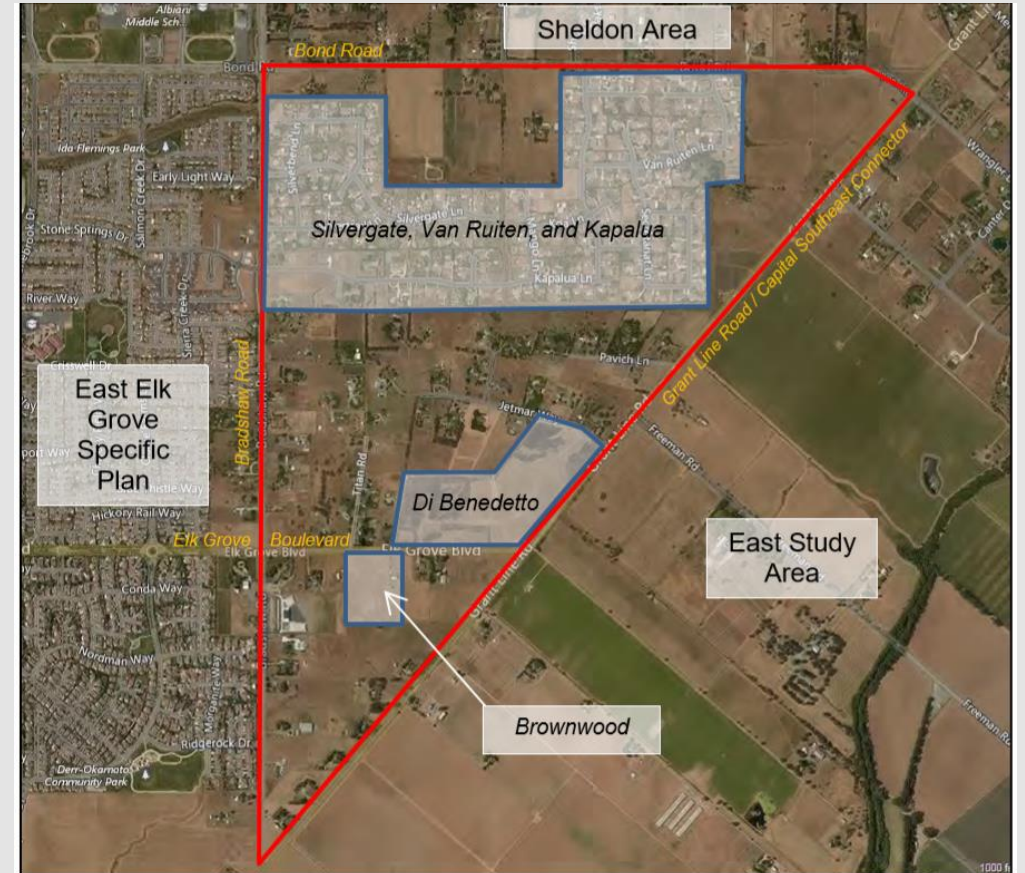
Background

- Area bounded by Bond Road, Bradshaw Road, and Grant Line Road; bisected by Elk Grove Boulevard
- Historically rural character
- Prior County and City approvals for 1-acre subdivisions along/near Bond Road
- 2003 General Plan: Residential on lots of 1-acre; 40 acres commercial overlay
- 2004: Triangle SPA adopted to implement General Plan



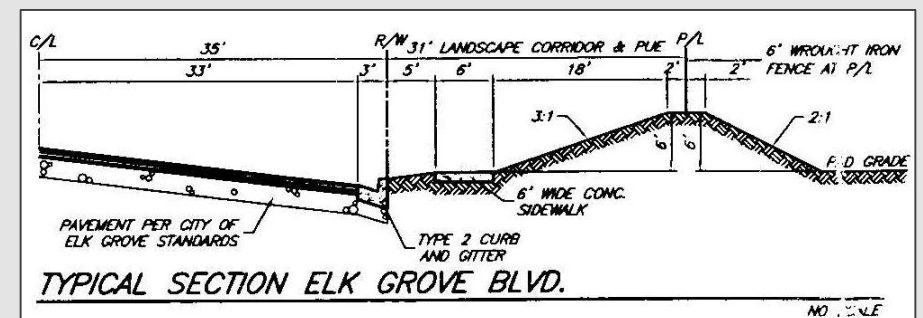
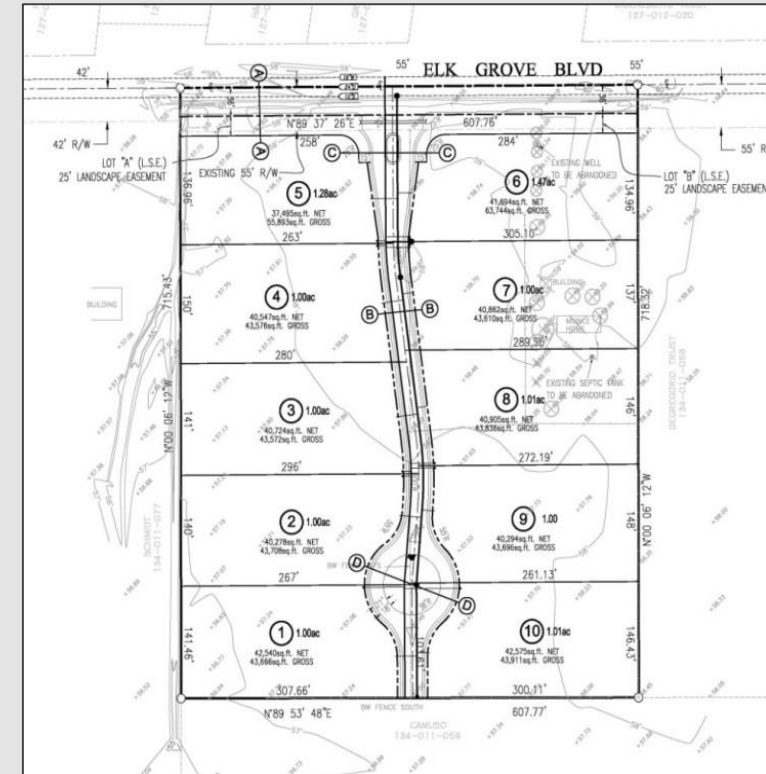
Development Context

- Sheldon Rural Area to north (2-acre lots)
- East Elk Grove to west (traditional suburban development)
- East Study Area to southeast (draft General Plan)
- Developed projects
- Prior project approvals



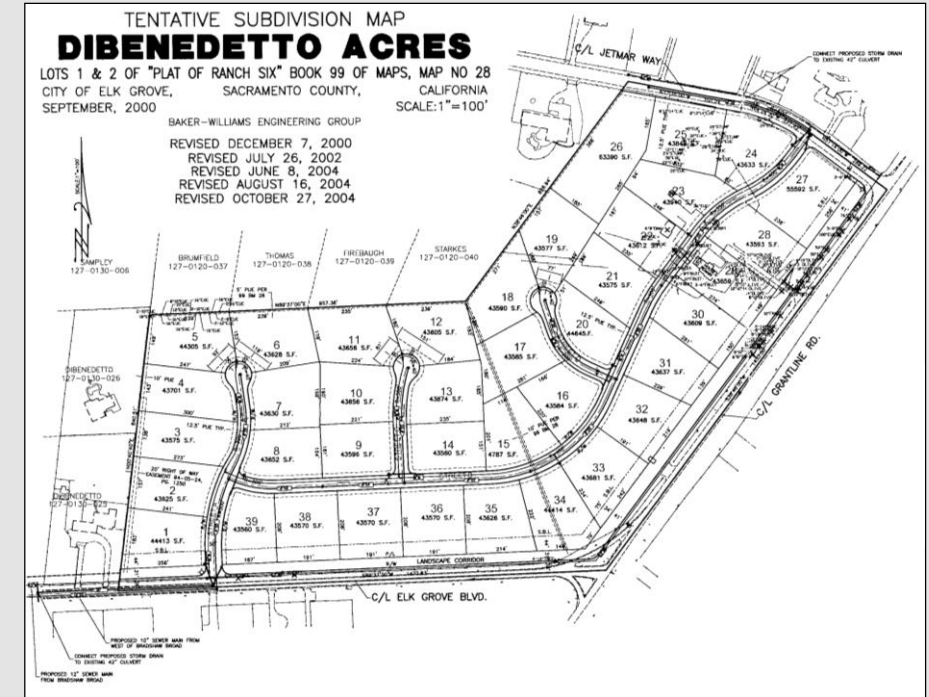
Brownwood Project (2006)

- 10 acres south of Elk Grove Blvd between Bradshaw and Grant Line
- 10, 1-acre lots (gross)
- Berm along Elk Grove Blvd
- All internal access



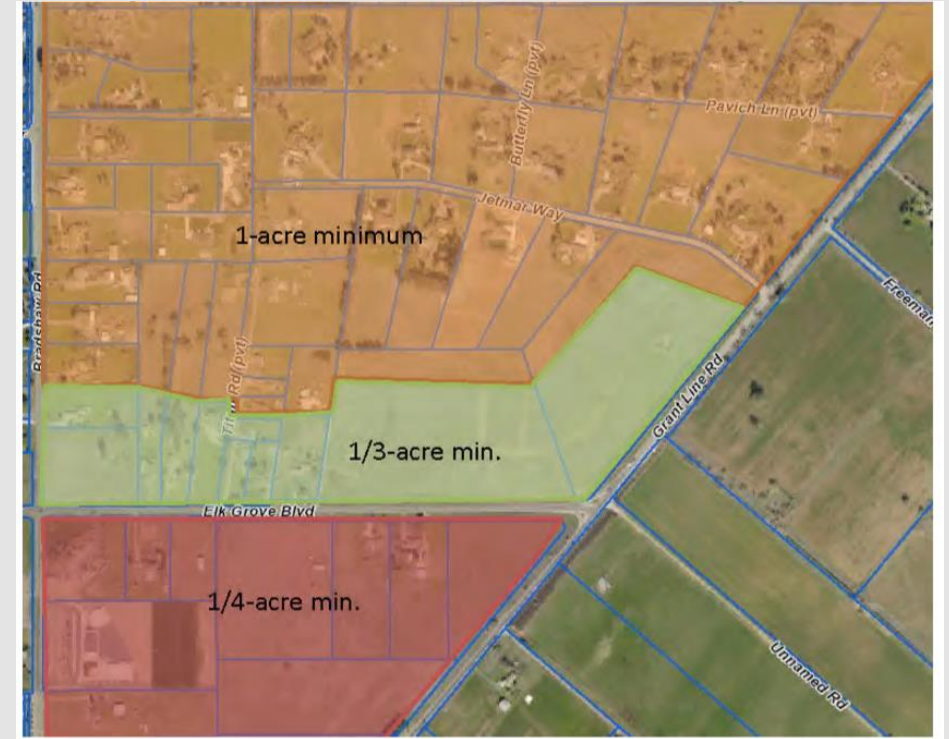
Di Benedetto Project (2007)

- 40 acres at NWC of Grant Line and Elk Grove Blvd
- 40, 1-acre lots (gross)
- Berm along Elk Grove Blvd and Grant Line
- Connections at both Elk Grove Blvd and Jetmar Way
- Preliminary grading completed; approvals have expired



General Plan Update

- Infrastructure obligations
- Context of surrounding densities
- March 2017 City Council direction
 - 1/3-acre development along north side of Elk Grove Blvd
 - 1/4-acre development south of Elk Grove Blvd
 - 1-acre development transition along north side of Di Benedetto



Reaction to Council Direction

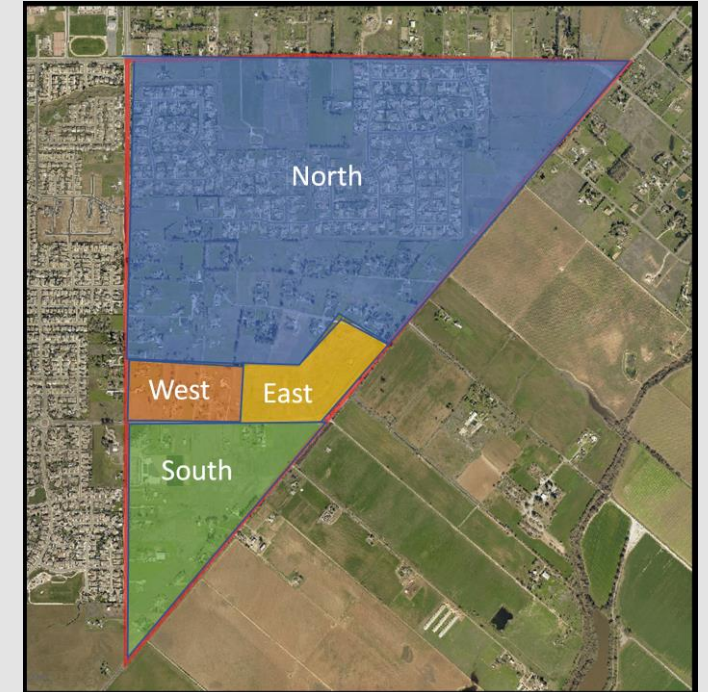
- Support among Di Benedetto and Brownwood property owners, among others
- Other property owners and residents do not support
 - Consistency with prior (2003) Council direction
 - Drainage
 - Traffic
 - Noise
 - Aesthetics

Follow Up Council Direction – August 2017

- No change to land plan revision direction
- Staff directed to work with property owners and residents to address concerns while maintaining consistency with prior direction
 - Refinements to land plan (minor adjustments)
 - Creation of development standards for new lot sizes
 - Updated standards for roadways, landscape corridors, and buffer requirements
 - No elimination of 1/4-acre and 1/3-acre lot sizes

Process

- Five public workshops to date
 - **September 2017:** Issue identification
 - **November 2017:** Issue report back
 - **December 2017:** Discussion of issues and potential plan revisions
 - **February 2018:** Alternative Land Plan Options and development standards
 - **September 2018:** Draft SPA revisions and additional discussion on options
- Planning Commission hearing (December 2018)

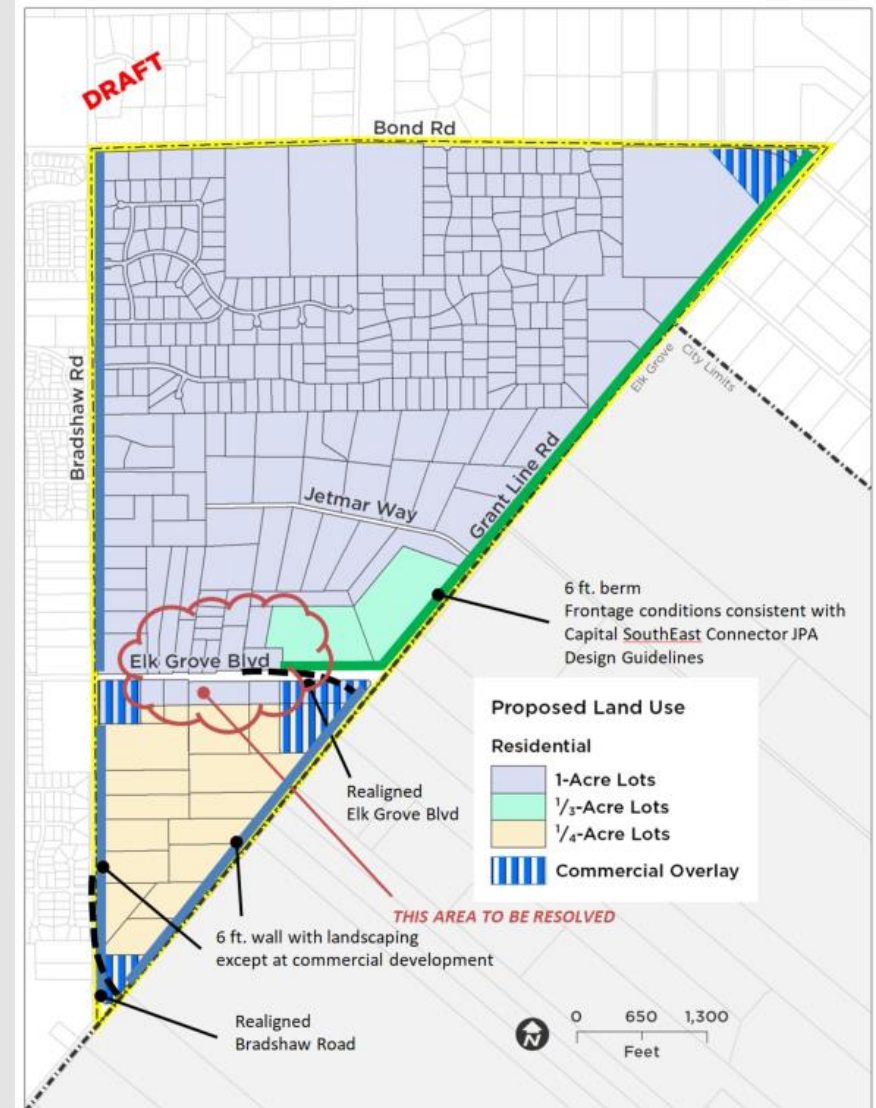


Draft SPA Amendments

- Whole sections updated based upon changed conditions
- Administration section updated with correct references
- A provision requiring a 4/5th vote of Council to make subsequent amendments
- Discussion on roadway design updated and cross sections added for the arterials
- New section on development process and approvals
- Allowed uses and development standards substantially updated
 - Reflect the new 1/3-acre and 1/4-acre lot sizing
 - Allowed use listing updated to use the same allowed use listings as the rest of the City's Zoning Code

September 2018 Draft Land Plan

- North Sub-area: 1-acre lots
- West Sub-area: 1-acre lots
- East Sub-area: 1-acre and 1/3-acre lots, additional 1-acre lots on west side
- South Sub-area: 1/4-acre lots with 1-acre lots along Elk Grove Blvd
- Sound wall along Grant Line Road south of Elk Grove Blvd
- **Elk Grove Blvd corridor needs resolution**
 - What is the character of the corridor?

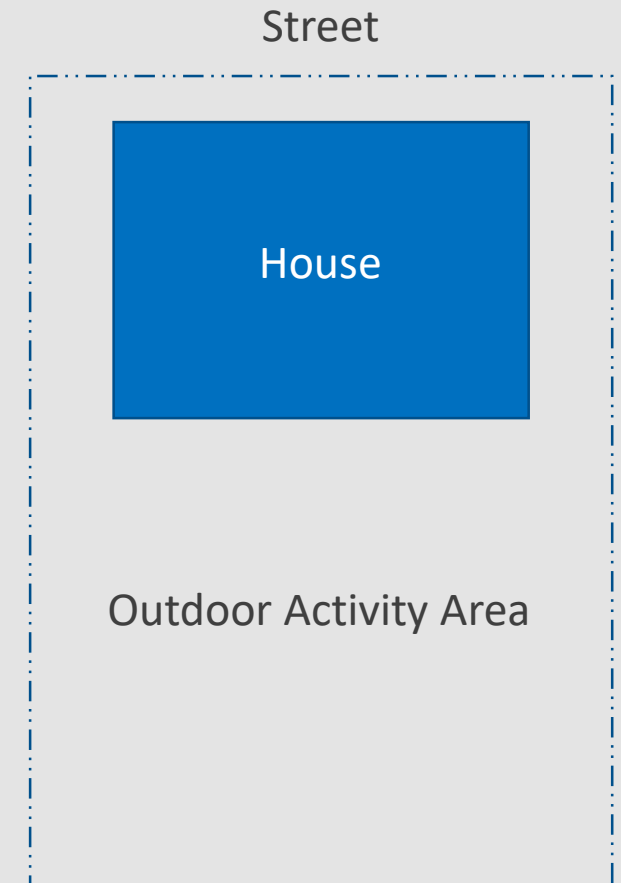


Planning Commission Review

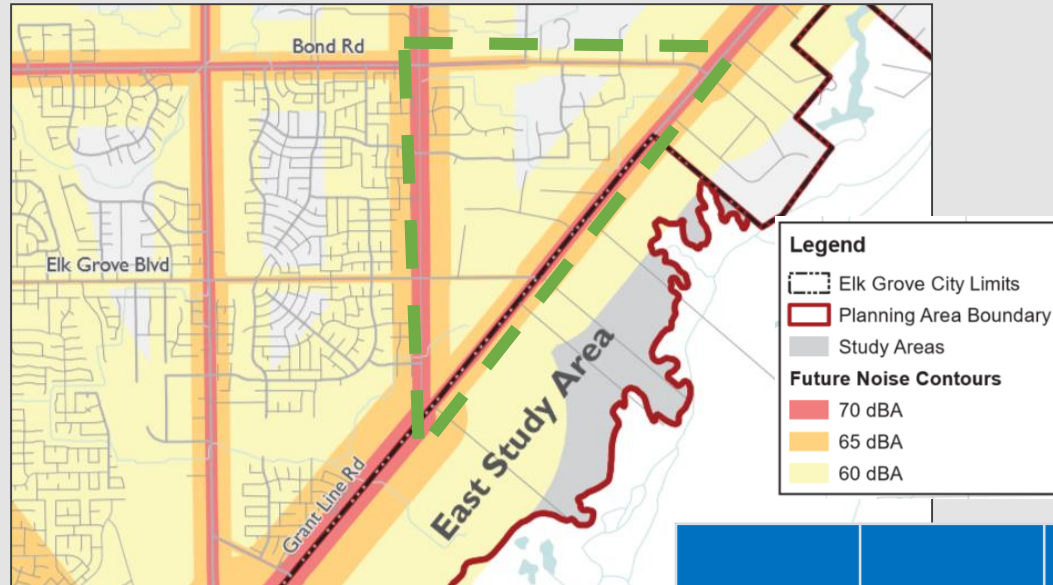
- Concerns with land plan changes, density, and compatibility
- Frontage of Elk Grove Boulevard
- Jetmar Way access
- Range of ideas discussed, including:
 - Rezoning properties south of Elk Grove Boulevard to ¼-acre and leaving areas north at 1-acre
 - Leaving 1-acre lots along Elk Grove Boulevard frontage
 - Removing areas south of Elk Grove Boulevard from the Triangle SPA

How Is Roadway Noise Mitigated?

- City Threshold for Noise (residential)
 - Interior Areas: 45 dB
 - Outdoor Activity Areas: 60 dB
- Typically addressed through:
 - Walls
 - Berms
 - Home orientation
- Prior approvals in the Triangle Area have used berms
 - Di Benedetto
 - Brownwood



Elk Grove Boulevard Roadway Noise



- Based upon projected roadway volumes
- Full buildout of the City and regional development to 2035
- Full buildout of the roadway network in the City

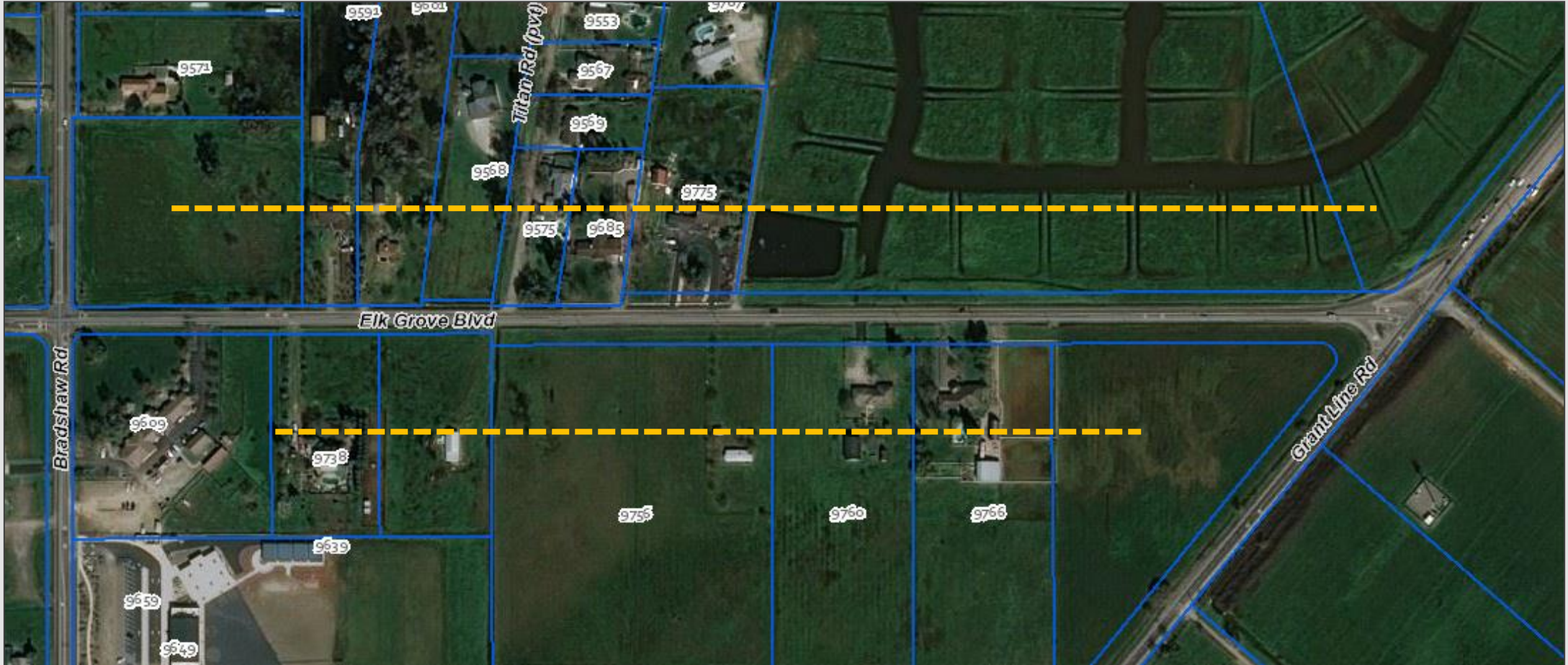
Contours shown reflect the noise levels prior to implementation of design-related noise mitigation measures, such as berms and/or soundwalls, that would be required of noise-sensitive uses in areas where noise levels would exceed applicable City standards.

Roadway	From	To	L _{dn} at 50 Feet from Near-Travel-Lane Centerline		Noise Level Increase	Distance to Contour (feet)		
			Existing	With Project		70 dBA	65 dBA	60 dBA
Bradshaw Road	Elk Grove Blvd	Grant Line Road	65.5	76.0	10.5	226	713	2,255
Elk Grove Boulevard	Bradshaw	Grant Line Road	59.4	62.4	2.9	20	63	200
Grant Line Road	Bond Road	Elk Grove Blvd	68.5	74.1	5.5	175	554	1,753
Grant Line Road	Elk Grove Blvd	Bradshaw Road	66.1	70.9	4.9	143	452	1,431

Noise Mitigation Plan for Triangle SPA

Roadway	Mitigation Plan
Bradshaw Road	Wall with landscaping
Grant Line Road (north of Elk Grove Blvd)	Berm with landscaping
Grant Line Road (south of Elk Grove Blvd)	Wall with landscaping (except at commercial development)
Elk Grove Boulevard	TBD <i>Options:</i> <ul style="list-style-type: none">• <i>Berm</i>• <i>Front-On Lots</i>

Approximate Distances to 60 dBA (Elk Grove Blvd)



Visual Simulations

- Existing Conditions
- Front-on lots with 1-acre development
- Back-on lots with $\frac{1}{4}$ -acre development

Existing Conditions



Front-on lots with 1-acre development

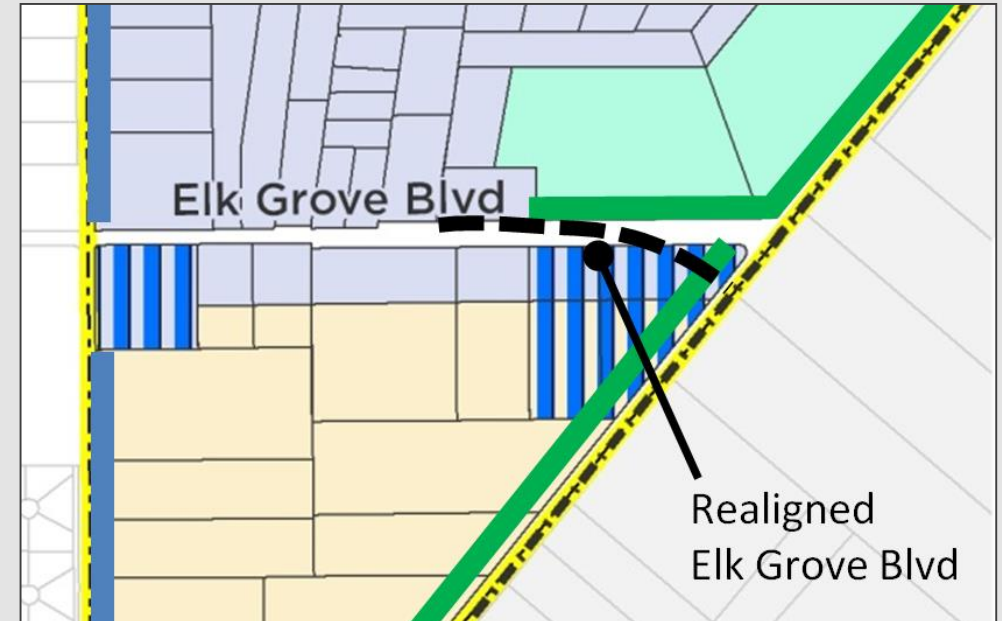


Back-on lots with ¼-acre development



Elk Grove Blvd/Grant Line Rd Realignment

- Residential units cannot access Elk Grove Boulevard along the “curve”
 - Residential will require a berm
- Commercial Development
 - Driveways may be allowed consistent with City standards
 - No wall or berm required



Jetmar Way/Grant Line Road

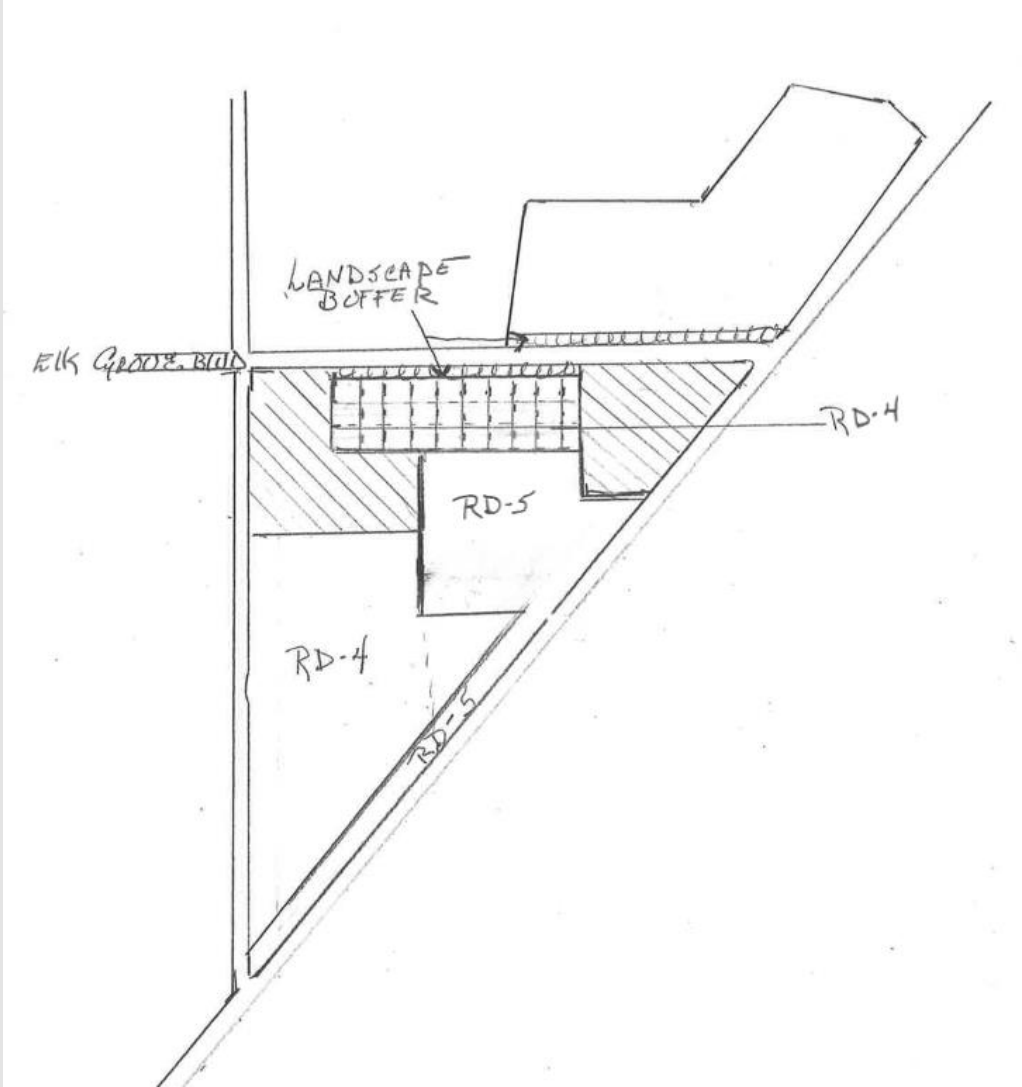
- Existing full-access intersection
- SouthEast Connector JPA anticipates eliminating daily access and converting to Emergency Access only
- Daily access would occur through Di Benedetto



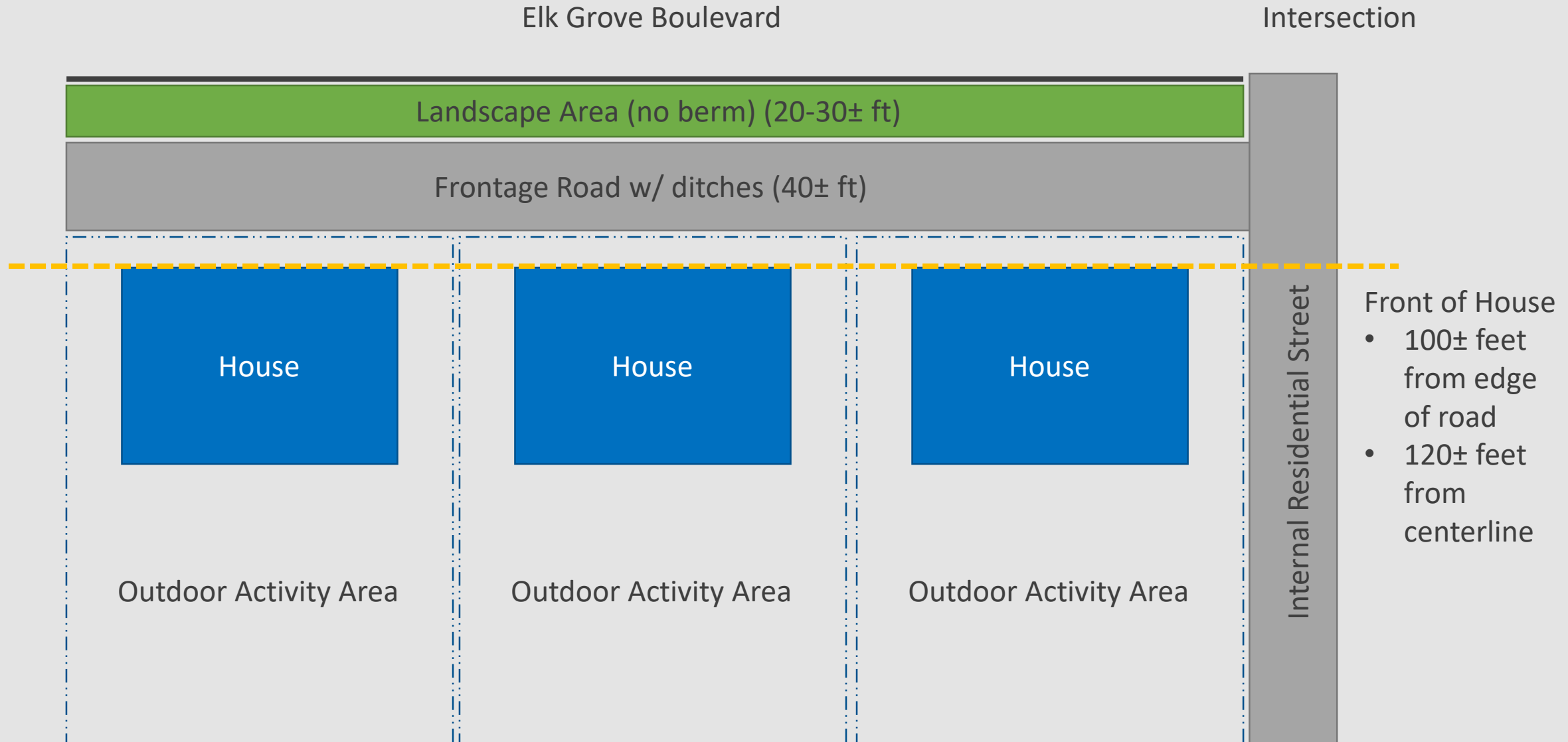
Triangle Community Group Position Paper

1. All zoning north of Elk Grove Blvd shall remain exclusively AR-1.
2. All property south of Elk Grove Blvd shall be zoned as follows:
 - A. From Elk Grove Blvd, South, first 450 feet will be four homes per acre with **no berm.**
 - B. **Lots will be oriented properly to mitigate sound.**
 - C. Where a landscape buffer is required along Elk Grove Blvd., north and south sides, shall be consistent in design and function, and shall provide sufficient density (bushes and trees) to mitigate any sound issues. Berms and sound walls shall not be used.
 - D. Property currently owned by developers will be zoned as RD-5 with the exception of the first 450' south of Elk Grove Blvd. Property owned by existing homeowners will be zoned RD-4.
3. Single story homes only in the Triangle Area consistent with the provisions of the Special Planning Area (SPA).
4. The Triangle Special Planning Area boundaries shall remain as is.
5. That the results of work done by the citizens of the Triangle Area and Elk Grove planning staff over the last year regarding building standards for higher density development south of Elk Grove Blvd. not be abandoned.
6. All accesses to Jetmar Way shall remain open.

Triangle Community Group Position Paper



Concept



Council Questions

- 1. What condition should be provided along Elk Grove Boulevard? Should a berm be required or should lots front onto the street?**
 - Option: City could have a noise consultant prepare a technical memorandum considering all of the options (berm, front-on).

- 2. What adjustments, if any, should be made to the land plan?**
 - Density areas
 - Allowed building heights
 - Other standards

Next Steps

- Revise draft SPA
- Incorporate changes into draft General Plan Update
- Bring draft SPA back for City Council action



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