

# Laguna Ridge Specific Plan



City of Elk Grove, California

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***LIST OF SEPARATE SUPPORTING DOCUMENTS***

1. *Laguna Ridge Specific Plan Draft EIR*
2. *Laguna Ridge Specific Plan Draft EIR Technical Studies*
3. *LSRP Biological Resources Assessment and Preliminary Wetland Delineation*
4. *LRSP Arborist Survey*
5. *Cultural Resource Assessment*
6. *Traffic Impact Study for LRSP*
7. *Preliminary Geotechnical Engineering Overview LRSP*
8. *LRSP Water Study*
9. *Sewer Master Plan for LRSP*
10. *Drainage Master Plan for LRSP*



## **1.0 Executive Summary**

### **1.1 SPECIFIC PLAN PROCESS**

Specific Plans are beneficial when planning large land areas or complex development projects because they provide a comprehensive document that contains all of the land use and infrastructure policies necessary to fully address the potential impacts of the project, and to implement subsequent development requests. The use of specific plan documents to guide growth is authorized by Sections 65450 through 65457 of the California Government Code. The County Board of Supervisors initially directed the preparation of this Specific Plan document in the fall of 1995 and re-initiated the process in the summer of 1998 prior to the incorporation of the City of Elk Grove.

Section 65451 of the Government Code requires that Specific Plans include exhibits and discussion illustrating land use, circulation, infrastructure, development standards, phasing and financing, as well as a statement of the relationship of the specific plan to the general plan. Section 65453 allows specific plans to be adopted by resolution and/or ordinance and to be amended as often as is necessary. Specific Plans define the "rules" that pertain to a certain property, but also are able to evolve over time in response to economic and market demands.

The Laguna Ridge Specific Plan (LRSP) will serve to implement the City's General Plan policies and establish clear direction for the development of the entire Plan Area. It is both a policy and a regulatory document. It provides definition of policy direction, informs zoning designations for the property, and includes standards to guide the detailed design of individual projects within the Plan Area.

The Land Use Plan contained herein has been prepared in response to input from a variety of sources including property owners within the Plan Area, City staff, County staff, agency staff, representatives of the environmental community, and the general public through a series of workshops. A more complete history of this process is discussed in Section 2.2. The Specific Plan was first adopted in June 2004.

The purpose of the Laguna Ridge Specific Plan is to create a comprehensively planned area that incorporates a variety of land uses and systematically constructed infrastructure and services to adequately and responsibly support development. The Specific Plan process provides a planning mechanism by which all of the issues are explored and policies and standards can be created to guide the build-out of the Plan Area.

### **1.2 SPECIFIC PLAN CONTENTS**

The Laguna Ridge Specific Plan document is organized into nine chapters. The chapters are described as follows:

Chapter 1 – Executive Summary provides a brief overview of the specific plan process and document contents, identifies Plan Area location and summarizes the context, land use plan, circulation system, public facilities, infrastructure, environmental resources, financing and implementation.

Chapter 2 – Specific Plan Context and Setting discusses in more detail the legal authority of specific plans and severability, Laguna Ridge's history, relationship with other documents such as the zoning code, consistency with the General Plan, and Plan Area setting.

Chapter 3 – Land Use provides further definition of the land use plan and Land Use Diagram, and lists policies and development standards for each land use, which will serve to guide the development of the Plan Area.

Chapter 4 – Circulation provides an overview of the proposed transportation system including roadways, bikeways and walkways, illustrates street sections, and lists policies that encourage alternatives to single occupancy, internal combustion engine vehicles.

Chapter 5 – Public Services and Facilities discusses the law enforcement, fire, emergency services, parks and parkways, and schools. This chapter identifies the proposed locations for public facilities and the service ratios proposed for the Plan Area.

Chapter 6 – Infrastructure summarizes the proposed "backbone" systems for sewer, water and drainage. Detailed engineering studies were prepared in support of the proposed land use plan. These studies will need to be periodically reviewed and may need to be revised or augmented as detailed subdivision plans are submitted and approved.

Chapter 7 – Resource Management summarizes potential environmental issues and lists policies and standards to mitigate for impacts to wetlands, wildlife, trees, water quality, air quality and other sensitive issue areas. Further mitigation measures are provided by the EIR.

Chapter 8 – Phasing and Financing summarizes the phasing of backbone infrastructure and roadways that are discussed in detail in the Financing Plan and Capital Improvement Plan prepared in support of this Specific Plan, the construction costs of major facilities and roadways, fee structures and funding programs, and the Laguna South Public Facilities Financing Plan.

Chapter 9 – Implementation and Administration describes the process and policies by which subsequent submittals are made, or if necessary, how amendments may be made to this plan.

Appendices – Several documents are included as attachments to this specific plan document, including the finance plan and the environmental impact report.

### **1.3 PROJECT LOCATION**

The Laguna Ridge Specific Plan encompasses approximately 1,900± acres and is located in the southwestern portion of the City of Elk Grove. It lies west of Highway 99, south of Elk Grove Boulevard, east of Bruceville Road and the East Franklin area, and north of Bilby Road and the Southeast Policy Area. The Specific Plan Area identified in the original submittal was expanded by the County Board of Supervisors to include the area now encompassed. Phase I of the existing Elk Grove Auto Mall, located northeast of the Plan Area at the intersection of Highway 99 and Elk Grove Boulevard, is not included in or regulated by this document.

Figure ES-1 illustrates the boundary of Laguna Ridge in relation to the city limits for the City of Elk Grove and other developments within the City. Laguna Ridge is approximately 14 miles from downtown Sacramento.

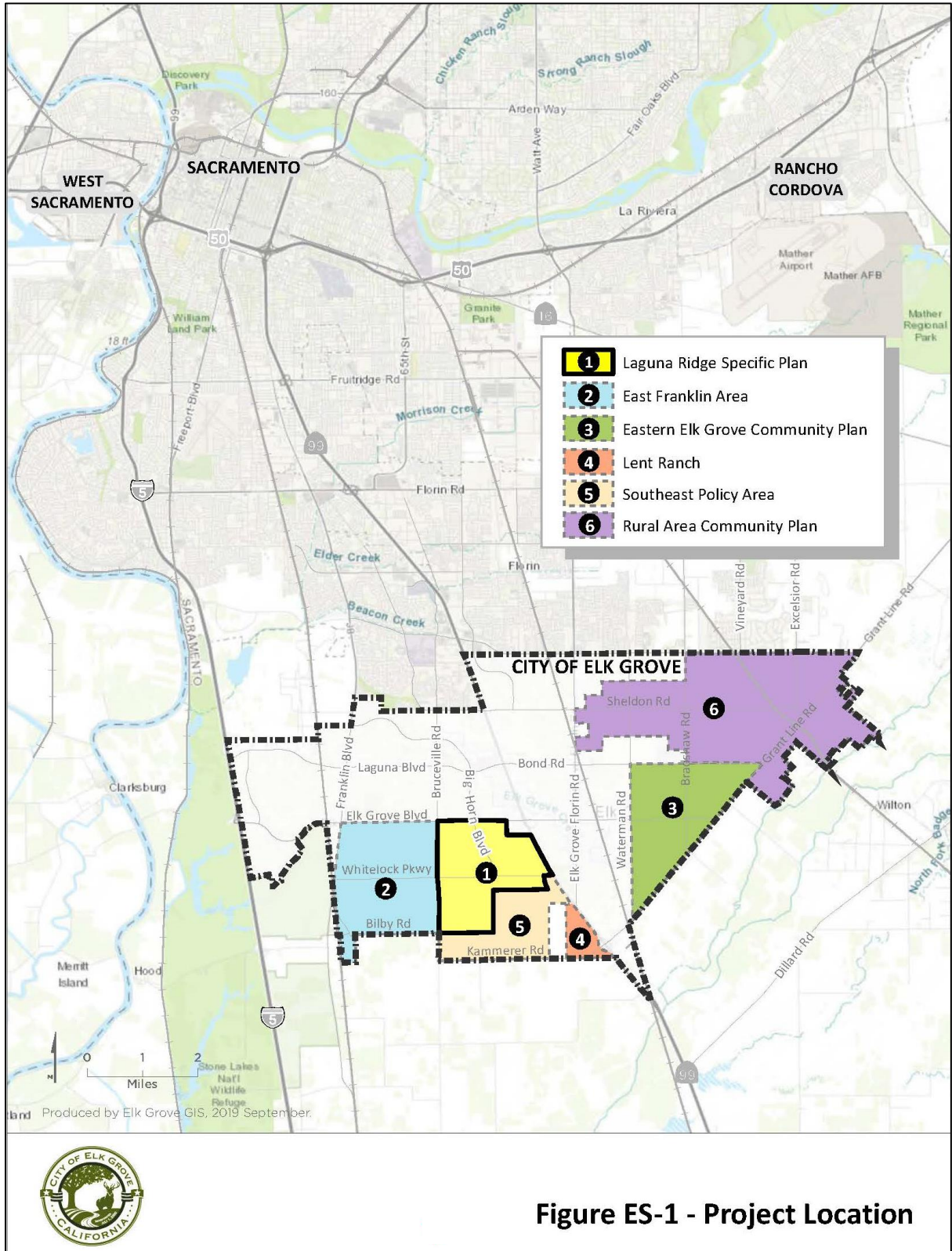


Figure ES-1 - Project Location

## **1.4 SUMMARY OF PRE-2004 CONDITIONS**

The following provides a brief discussion of the site conditions that played a role in the formulation of the Land Use Plan and this specific plan document. Chapter 2 Specific Plan Context and Setting and the Laguna Ridge Specific Plan Environmental Impact Report (EIR) provide a full discussion of the conditions found within the Plan Area at the time of initial development of the specific plan.

### **1.4.1 Property Ownership**

The LRSP Plan Area encompasses approximately 1,904± acres. When prepared in 2004, the Plan Area consisted of 67 parcels with 51 owners. A total of 18 owners controlling approximately 1,700 acres or 89% of the Plan Area agreed to financially sponsor the preparation of this Specific Plan document and the supporting infrastructure engineering studies and provided funding to the City to prepare the environmental impact report (EIR) and environmental studies.

### **1.4.2 Existing Land Use**

The site was historically utilized for agricultural purposes (e.g. dry farming, truck farming, grazing land and dairies) and, in 2004, contained approximately 25 single-family homes, generally located on parcels adjacent to Poppy Ridge Road and Bilby Road. The Plan Area is a logical extension of urban development to the north, east, and west.

### **1.4.3 Topography and Drainage**

The site is essentially flat, ranging in elevation from 45 feet on the east to 35 feet on the west. Drainage generally flows from east to west. As of 2004, there were three existing drainage sheds that traversed the Plan Area. With the development of the Plan Area the two northerly sheds will be combined and redirected into the centrally located drainage corridor, which is located on the north side of Whitelock Parkway. This corridor connects to the central drainage corridor (the Shed B Channel) located within the East Franklin area to the west and continues west to the Beach Stone Lakes area. The new Shed B channel, along with other Plan Area drainage improvements, will provide 100-year flood protection for the Plan Area, as well as opportunities for open space trail connections.

### **1.4.4 Biological Resources**

Due to the historical use of the Plan Area for agricultural activities the presence of sensitive species and wetland areas is limited. In 2002 4.83 acres of jurisdictional wetlands were identified within the Plan Area based on preliminary surveys. This information is provided in the "*Laguna Ridge Specific Plan Biological Resources Assessment and Preliminary Wetland Delineation*", dated April 4, 2002 prepared by Foothill Associates. Wetland impacts will be mitigated through a combination of measures as identified in the EIR, including the purchase of wetland credits from off-site mitigation bank properties. Most of the land area within Laguna Ridge was previously leveled for farming or dairy operations, which modified or eliminated the existence of hydrologic habitats. The cultivated fields, grasslands, and irrigation ditches provide forage habitat for various raptors common to the area, as well as the potential for special-status species. There are a number of oak trees located on-site, and an "*Arborist Survey for the Laguna Ridge Specific Plan*" dated February 5, 2001 was prepared by Foothill Associates. The trees on-site tend to be located along fence lines and property lines. The roadways proposed by the Specific Plan follow existing roadways and typically coincide with property lines. When these roadways are expanded or constructed some oak trees will need to be removed. Additional arborist surveys will be needed for the non-participating properties, and additional field surveys to

precisely locate trees will be needed with the submittal of subdivision maps or improvement plans in order to evaluate tree loss and provide adequate mitigation.

#### **1.4.5 Cultural Resources**

A "Cultural Resource Assessment" was prepared by Peak & Associates. This assessment did not find any prehistoric village sites within the Plan Area and concluded that due to the lack of a naturally occurring year-round water supply it is unlikely that the Native American inhabitants of the region lived within the Plan Area. The Plan Area is part of what was known as the Franklin Township. The first settlers came primarily to farm, and the Plan Area has been in agricultural uses since the 1850s. None of the surviving structures within the survey area represent the early years of pioneer settlement in this area. The earliest structures date to about the turn of the century, and none were found to be important resources under CEQA criteria.

#### **1.4.6 Noise**

The most significant noise source is vehicular traffic traveling on the major roadways surrounding the site. These roadways include Highway 99, which is located directly east of the site and Elk Grove Boulevard to the north. The Land Use Plan responds by locating single-family residential uses away from these noise sources and buffering the area adjacent to Elk Grove Boulevard & Highway 99 with commercial and office uses. Where single-family residential is located adjacent to arterial roadways, landscape corridors and masonry walls will be constructed for sound attenuation.

### **1.5 GUIDING PRINCIPLES**

The following guiding principles were developed based on input from a series of public workshops with the Laguna Ridge Community Advisory Commission during the initial planning stages of the project under Sacramento County, and during review of the plan with City staff after incorporation. The following principles guided the formulation of the Land Use Plan and the policies and standards contained within this document:

- Create a plan that is consistent with the General Plan policies.
- Create a strong sense of identity, community, neighborhood and human scale.
- Create a plan with a mix of land uses, including a balance of residential and employment opportunities as well as providing support commercial and neighborhood-oriented services.
- Reinforce existing commercial corridors. Designate sufficient commercial and employment-oriented land uses to create job opportunities and improve the jobs to housing balance.
- Provide a diverse range of housing densities to accommodate the employees of the major employment centers in City of Elk Grove.
- Encourage high quality urban design and efficient use of energy and resources.
- Prepare a transportation plan for the area. Show secondary roadway connections to provide connectivity. Encourage telecommuting and satellite offices to improve air quality.
- Provide landscaped parkways and pedestrian connections across the Plan Area from Bruceville Road to Highway 99, and north-south to provide linkages between land uses.
- Provide flexibility to respond to changes in economic, market, and social factors while maintaining land use compatibility.

### **1.6 SUMMARY OF LAND USE PLAN**

As originally approved in 2004, the Land Use Plan provided for a maximum of 5,887 single family homes and 1,800 multi-family or medium density units for a total of 7,767 dwelling units. It also

provided for a maximum of 330,000 square feet of commercial, office and civic uses. Over time, various amendments to the Land Plan have been approved by the City. See Chapter 3 for more information.

### **1.6.1 COMMUNITY, VILLAGE, AND NEIGHBORHOOD CONCEPT**

For land use planning purposes this 1900± acre community can be considered as three sub-areas or villages of approximately 600 acres. These villages are separated by the arterial roadway system, which is located on approximately one mile spacing. Each village has a school and park site located at its center as a focal element and is comprised of a number of neighborhoods.

#### **Northeast Sub-Area**

The northeast village or sub-area capitalizes on its position relative to Highway 99 and Elk Grove Boulevard. It places a mix of commercial and multi-family uses including highway-oriented employment and auto-oriented commercial uses along Highway 99, and Elk Grove Boulevard to take advantage of these exposures. The commercial uses along Elk Grove Boulevard allow for an advantage of these exposures. The commercial uses along Elk Grove Boulevard allow for continuous and consistent landscaped corridor, creating a positive project image. Elk Grove Boulevard will provide immediate access to public transit to encourage use of public transportation. A High School/Middle School site complex is located directly east of Big Horn Boulevard that when considered in conjunction with the proposed Civic Center site and Community Park site, will create an “open green edge” along this side of the road. A second Community Park is located to the south and east, south of Whitelock Parkway. These Community Parks are intended to serve Laguna Ridge and the Southeast Plan Area, as well as residents of the City of Elk Grove. Placing these facilities in close proximity to the High School/Middle School site allows for shared use. Paseos and landscaped boulevards will provide off-street pedestrian and bike connections from the Civic Center down to the Community Park and the Laguna Ridge Grand Parkway. The balance of this village is comprised of single family residential, which is designed to include a smaller neighborhood-oriented park.

#### **Northwest Sub-Area**

The northwest village or sub-area concentrates commercial-oriented uses and higher densities toward Elk Grove Boulevard, with a large commercial center located at the southeast corner of the intersection of Bruceville Road and Elk Grove Boulevard. Major commercial centers that include large discount retailers, theaters, and similar land uses rely on a broad market area for their economic viability, and therefore are logically located along major roadways. A neighborhood focus has been created within the sub-area by again placing a Neighborhood Park and Elementary School at the center within convenient walking distance for school children and residents. An area of age-restricted residential has been designated within this village to provide homes for active adults and seniors nearing or at retirement age that desire to live near friends and family in a community offering a range of residential, recreation and social uses. A paseo provides a connection from the Elementary School and Parks within this sub-area down to the Laguna Ridge Grand Parkway (Shed B Channel) and up to the Civic Center.

#### **Southwest Sub-Area**

The southwest village or sub-area also has a Neighborhood Park and Elementary School located at the center, again within convenient walking distance for school children and residents. This village also includes a Community Park located on the south side of Whitelock Parkway. A neighborhood-oriented commercial site is located on the southeast corner of Bruceville Road and Whitelock Parkway, and at the intersection of Whitelock Parkway and Big Horn Boulevard. Two multi-family sites are located

to the south along Bruceville Road, and a third side is located south of the Whitelock Parkway and Big Horn Boulevard neighborhood center. It is logical to place multi-family sites in close proximity to commercial centers and key arterials or intersections where transit services will be available in the future. A paseo extends from the Laguna Ridge Grand Parkway at Whitelock Parkway to the Neighborhood Park and School site located at the center of this sub-area.

### **1.6.2 PARKWAYS, PASEOS & LANDSCAPE CORRIDORS**

A key element of the Laguna Ridge Plan area is the system of open space parkways, paseos, and landscaped boulevards that allow convenient pedestrian and bicycle connections between land uses. The purpose of this system is to create strong linkages between neighborhoods, schools, parks and recreational amenities to encourage walking, bicycling and alternatives to auto-travel.

The Laguna Ridge Grand Parkway provides major east-west connection with a 60-foot to 260-foot wide landscaped corridor connecting from Bruceville Road to Highway 99 along the north side of Whitelock Parkway. In addition to providing an off-street Class I bike/pedestrian trail, this parkway corridor serves a number of purposes including storm water conveyance, water quality, area for oak tree mitigation planting and it provides an enhanced landscaped corridor alongside Whitelock Parkway.

A secondary system of pedestrian trails or "paseos" will link to the Laguna Ridge Grand Parkway to provide north-south connections. These greenbelts will consist of landscaped areas measuring 40 to 100 feet in width, and will provide connections from schools and parks in one neighborhood or sub-area to the schools and parks in another. These landscaped corridors may also be utilized to convey storm water or for oak tree mitigation planting.

A third level of connectivity are the landscaped boulevards located along major streets. All arterial and collector streets within the Plan Area will have separated sidewalks and street tree plantings creating a pleasant, pedestrian-oriented walking environment. This system of landscape boulevards will soften community edges and enhance the living environment.

### **1.6.3 CIVIC CENTER**

At the southeast corner of the intersection of Elk Grove Boulevard and Big Horn Boulevard is the Civic Center site. The Civic Center site is divided into two portions – the north property and the south property. The City owns the entire Civic Center site.

#### **Civic Center North**

Civic Center North (approximately 20 acres) was identified in 2004 as a potential City Hall and civic campus and was zoned for commercial uses. Given the nature of the Elk Grove Boulevard corridor, including its function as a major arterial through the City and the development projects planned and approved within the Plan Area, the City envisions the area as a future lifestyle center that includes various retail, dining, and entertainment uses, consistent with the zoning for the site.

#### **Civic Center South**

The southern Civic Center property (approximately 56 acres) is designed and developed as community park. It includes the Commons, the Elk Grove Aquatics Center, the Community Center (with Senior Center and Veterans Hall), and various park amenities including play spaces, splash pad, a great meadow, trails, and other passive recreation elements. Future development will also include a new library and performing arts center and a potential children's museum or nature center. Acreage from

the Civic Center South property contributes towards the parkland requirements for development in the LRSP area.

### **1.7 SUMMARY OF CIRCULATION SYSTEM**

The LRSP proposes a well-structured network of streets and pathways to serve the Plan Area. The creation of a well-connected hierarchy of roadways allows for the efficient flow of vehicular traffic, but also encourages walking, biking and other alternatives to single occupancy vehicles.

The construction of roadways within the Plan Area will occur in a coordinated and timely manner and will be phased as needed for development. Chapter 8 provides a summary discussion of the Capital Improvement Plan and Financing Plan. These documents were prepared to define the costs of roadways, sewer, water, drainage and other facilities and to demonstrate how they will be financed to ensure they are installed concurrent with development.

Thoroughfare and arterial streets (which include six-lane and four-lane roads) serve to convey significant “cross-town” traffic. These streets will provide for efficient access through the City of Elk Grove, and connections to major commercial uses, employment centers and amenities. They are generally located on one-mile spacing. These streets have been excluded from the calculations of developable acres in the Land Use Plan.

Collector Residential and Commercial streets provide connections into and through neighborhoods, linking to school and park facilities, and allowing residents of one neighborhood to visit another neighborhood without traveling on arterial streets. They are generally located on ¼ mile spacing. Local street connections to arterials may occur more frequently. These connections allow access into neighborhoods, but internal street patterns should be designed to discourage through traffic.

A new interchange at Highway 99 at Whitelock Parkway will also be constructed. This improvement will relieve some traffic congestion along Elk Grove Boulevard as a result of new development in the Plan Area and other areas in southwest Elk Grove.

Transit services in the Plan Area are provided by the City. As development has occurred, transit services have been extended. The potential extension of fixed transit (e.g., express bus, bus rapid transit, or light rail) is planned along the Big Horn Boulevard corridor and new development has dedicated the right-of-way for this future service.

The LRSP also includes a comprehensive plan for bikeways and pedestrian pathways. All arterial and collector streets will have a Class II bike lane striped on the street and sidewalks that travel through landscaped corridors adjacent to the street. An off-street Class I bike trail has been designated along the Laguna Ridge Grand Parkway, which traverses the Plan Area from east to west. The Laguna Ridge Grand Parkway provides a connection from the East Franklin area, and allows for the future connection across Highway 99 to the Elk Grove Regional Park (as part of the Whitelock Parkway interchange). Several parkway paseos are proposed to provide north-south connections from each neighborhood or sub-area to the Laguna Ridge Parkway Corridor.

### **1.8 SUMMARY OF PUBLIC SERVICES AND FACILITIES**

The City of Elk Grove Police Department provides police services in the Plan Area. Services are provided from the City Hall campus on Laguna Palms Way, less than one mile from the Plan Area.



The Cosumnes Community Services District (CCSD) Fire Department provides fire protection and emergency medical response services. A location for a fire station has been identified on the Land Use Plan east of the intersection of Poppy Ridge Road and Big Horn Boulevard. Station #71, located east of the LRSP area, will provide protection on an interim basis.

The Elk Grove Unified School District will serve the LRSP and school sites have been located to support the projected population of the Plan Area. An area totaling 106.0-acres has been designated for school sites including three 10-acre elementary schools, and a combined 76.0-acre high school/middle school site. In all cases, a park site has been located adjacent to or in close proximity the school sites. Schools and parks will be more precisely located when Tentative Subdivision Maps are prepared.

A total of 153.8 acres has been designated for parks and recreation within the Plan Area, which is consistent with the City's General Plan. A combination of local-parks, neighborhood parks, and community parks will be constructed, consistent with the City and CCSD Parks Department Parks Design Principles. With the exception of the Civic Center South site, all parks within Laguna Ridge will be owned, operated, and maintained by the CCSD; financing for parks dedication and construction will be overseen by the City and the area-specific fee programs.

## **1.9 SUMMARY OF INFRASTRUCTURE**

### **1.9.1 Sewer**

The Laguna Ridge Plan Area is within the Sacramento Area Sewer District (SASD) and Sacramento Regional County Sanitation District (SRCSD). At build-out, the Plan Area will be served by two lift stations and force-main systems that connect to existing SRCSD transmission infrastructure north of Elk Grove Boulevard. The first lift station is located at Bruceville Road and Whitelock Parkway, and the second lift station located on Bilby Road east of Bruceville Road and shares service with the Southeast Policy Area.

### **1.9.2 Water**

Sacramento County Water Agency Zone 40 will provide water service to the Plan Area. Consistent with the Regional Water Forum Agreement, initial sources of water shall be groundwater in conjunction with the development of surface water sources. The groundwater will require treatment therefore treatment facilities will be constructed along with new wells and storage facilities. The potable water transmission system is designed for conjunctive use and will allow for future water deliveries from surface water sources.

The LRSP Water Master Plan includes the use of reclaimed water to irrigate open space areas, landscape corridors, and parks. A separate distribution system exists to allow the use of this non-potable water as a measure to conserve potable water supplies. Ultimately, this system will connect with treated wastewater supplied by SRCSD. The connection to the SRCSD system will occur in the East Franklin area.

### **1.9.3 Storm Drainage**

Drainage within the Plan Area generally flows from east to west. North of Poppy Ridge Road, water flows to the Shed B channel (Laguna Ridge Grand Parkway). South of Poppy Ridge Road water flows south to a future detention basin along Bilby Road, where it will discharge through the Laguna Ridge South outfall channel into the Shed C channel in the Southeast Policy Area. A system of underground

storm drains and above ground drainage channels will convey run-off to these facilities. Water Quality is filtration provided by the grass-lined channel and basin.

### ***1.10 SUMMARY OF RESOURCE MANAGEMENT***

The mitigation measures identified and discussed in the Laguna Ridge Environmental Impact Report have been considered in the formulation of this plan. The Resource Management chapter reviews soils and agricultural land loss, water quality, biological resources, air quality, conservation and cultural resources and provides discussion, policies and standards related to these topics.

The soils found on-site are considered marginal for agricultural purposes and there a number of smaller parcels interspersed throughout the LRSP limiting the viability of large-scale farming operations, which are typically needed with most crops to compete economically. Conversion to urban uses results in the loss of 40 acres of Prime Farmland. Loss of agricultural lands is addressed by the Laguna Ridge EIR.

Water quality within and downstream of the Plan Area will be protected by the implementation of National Pollutant and Discharge Elimination System (NPDES) and the application of Best Management Practices (BMPs). These measures will be applied at the time improvement plans are prepared and submitted and will be required during construction.

Impacts to Biological Resources (i.e. vegetation, wetlands and sensitive species) will be mitigated by a combination of measures as proposed by the EIR. Mitigation may include both on-site and off-site measures. The existing conditions were discussed previously by section 1.4.4.

Air Quality impacts will be mitigated per the requirements of General Plan and based on discussions with the Air Quality Management District. Credits were granted based on the design of the Land Use Plan which includes a broad mix of uses and pedestrian opportunities, while other credits will be satisfied by site planning or type of architectural construction.

### ***1.11 SUMMARY OF PHASING AND FINANCING***

Future development will occur over an extended period. A series of “phasing areas” are described, which generally relate to the sequencing of infrastructure that has and will continue to occur. The financing strategy employed by the LRSP will utilize existing fee programs, private funding, reimbursement agreements, and land secured financing in the form of a City-administered Community Facilities District.

### ***1.12 SUMMARY OF IMPLEMENTATION AND ADMINISTRATION***

The Implementation and Administration chapter establishes the procedures by which subsequent submittals are made to allow the development of the Plan Area. As development applications are brought forward they will be reviewed by the City for consistency with this Specific Plan and other City documents and standards, and it will determined if the application requires any amendment. An initial study and environmental review may be prepared to comply with CEQA requirements, and the application will be processed through to the appropriate approval body.

## 2.0 Specific Plan Context and Setting

### 2.1 OVERVIEW

This chapter provides a history of the process to prepare this document, describes the regulatory authority for specific plans, provides an analysis of consistency with the General Plan and relationship with other documents, discusses existing conditions that served as a basis for the formulation of the land use diagram and the policies and standards contained within this document.

This Specific Plan is a policy and regulatory document. As a policy document, this Plan amplifies the broader goals and policies contained in the General Plan through the establishment of policies for the Plan Area. As a regulatory document, the Specific Plan identifies the land use designations and informs the zoning for all land in the Plan Area.

### 2.2 PROJECT HISTORY

The Sacramento County Board of Supervisors first initiated the Specific Plan process for Laguna Ridge on October 11, 1995 by Resolution No. 95-1211. The Plan Area was initially referred to as the Poppy Ridge Specific Plan and encompassed only the area west of Big Horn Boulevard. The Specific Plan and Community Plan process for Laguna Ridge was re-directed by the Board of Supervisor's on July 18, 1997 by Resolution No. 97-0751 to include the area east of Big Horn Boulevard to Bruceville Road. On August 27, 1997, the Board approved the funding agreement and directed the creation of a Citizens Advisory Committee (CAC).

Public participation is an important element in the Specific Plan process. Accordingly, the County implemented a special community participation program to facilitate local citizen and property owner involvement in the formulation of the land use plan. The CAC included representatives from the sponsoring property owners, local residents, members of the Franklin/Laguna Advisory Council, a member of the Environmental Council of Sacramento (ECOS), an area business representative, and others.

The CAC's purpose was to discuss opportunities and constraints inherent to the planning area, identify issues, and guide the development of the Plan's primary elements. Another CAC objective was to work with County Planning staff and property owners to formulate the guiding principles of the Specific Plan.

In September 1997 the CAC for Laguna Ridge began discussion of the Plan Area and preparation of a Specific Plan. The CAC conducted thorough deliberations in a series of workshops that culminated in a favorable recommendation for a proposed land plan which is consistent with the land use plan contained within this document. The CAC also recommended the adoption of several guiding principles.

- Create a plan that is consistent with the General Plan policies.
- Create a strong sense of identity, community, neighborhood and human scale.
- Create a plan with a mix of land uses, including a balance of residential and employment opportunities as well as providing support commercial and neighborhood-oriented services.
- Reinforce existing commercial corridors. Designate sufficient commercial and employment oriented land uses to create job opportunities and improve the jobs to housing balance.
- Provide a diverse range of housing densities to accommodate the employees of the major employment centers in City of Elk Grove.

- Encourage high quality urban design and efficient use of energy and resources.
- Prepare a transportation plan for the area. Show secondary roadway connections to provide connectivity. Encourage telecommuting and satellite offices to improve air quality.
- Provide landscaped parkways and pedestrian connections across the Plan Area from Bruceville Road to Highway 99, and north-south to provide linkages between land uses.
- Provide flexibility to respond to changes in economic, market and social factors while maintaining land use compatibility.

In April 1998 a Land Use Plan endorsed by the CAC was presented to the County Board of Supervisors. The Board directed several changes to the plan and directed planning staff to prepare an alternative that would include less commercial along Elk Grove Boulevard and areas with lower residential densities. The two alternatives were not substantially different in the total number of dwelling units since commercial acreage was exchanged for residential acreage and residential densities were decreased. At the end of 1998 the applicant decided to move forward with the preparation of technical studies for sewer, water, and drainage solutions. A number of environmental studies were also initiated in advance of the Environmental Impact Report (EIR). This work continued through 1999 and into 2000.

On July 1, 2000, the City of Elk Grove incorporated. Because the Laguna Ridge Specific Plan was within the boundaries of the new city, jurisdiction for this project passed from the County of Sacramento to the City of Elk Grove. When the City incorporated, the Sacramento County General Plan and Zoning Ordinance remained in effect; however, the City initiated the process of organizing city staff and preparing a new General Plan and Zoning Ordinance to set its own direction. During the same time, work continued on the preparation of the Specific Plan and EIR. In October of 2001 an initial draft of the specific plan and EIR was released for public review.

A number of comments were made on the EIR and draft Specific Plan, and the land use map was revised to include additional high density residential, more retail and employment land uses along Elk Grove Boulevard and Highway 99, and a more precise definition of residential densities and secondary roadways. On June 26, 2002, a revised Specific Plan was released for public review. It was determined that the revisions to the specific plan and land use map were significant enough to require reanalysis and revisions to the technical and environmental studies, and reanalysis by the EIR. A revised Draft EIR was re-released for public review on July 2, 2003. The draft Specific Plan and EIR entered the public hearing process in the fall of 2003 during which time it was requested the applicant provided additional parkland and details regarding phasing.

The final Specific Plan was adopted by the City following certification of the EIR on June 16, 2004.

## **2.3 REGULATORY AUTHORITY AND COMPLIANCE**

### **2.3.1 SPECIFIC PLAN AUTHORITY**

Specific Plans are authorized and described in California Government Code Section 65450 et seq. As set forth in the Government Code Section 65451 and Elk Grove Municipal Code (EGMC) Section 23.16.090, specific plans are required to contain the following information:

- "(a) *A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:*
- (1) *The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.*

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

This Specific Plan document and the supporting studies provide text and diagrams for the items listed above. A land use diagram; major infrastructure items such sewer, water and drainage; guidelines and standards; and implementation and financing measures have been included.

- (b) Section 65454 states: *"No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan."*

An analysis of consistency with the existing General Plan and policies is included within the Specific Plan document.

### **2.3.2 SEQUENCE AND TIERING OF ENTITLEMENTS**

The LRSP provides policy and design direction for development of the entire Plan Area consistent with the City's General Plan. The LRSP establishes specific land uses on individual parcels and informs zoning for these properties. The Specific Plan also summarizes the proposed phasing and financing of infrastructure necessary to serve the proposed land uses. Detailed phasing and financing information is provided in the Capital Improvement Plan and Financing Plan documents, which were prepared in support of this specific plan document. Subsequent project detail will be provided through the Tentative Subdivision Map or development plan review process.

### **2.3.3 COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT**

An Environmental Impact Report (EIR) has been prepared for the LRSP to evaluate environmental impacts and provide mitigation measures. The LRSP is intended to function together with the Mitigation Monitoring Report Program (MMRP) contained in the EIR. Mitigation measures contained in the EIR have been incorporated as policies or standards of the LRSP or will be placed as conditions of approval on subsequent development applications.

In accordance with California Government Code Section 65457, subsequent residential development proposals within the Plan Area, if consistent with this Specific Plan and the mitigation measures in the EIR prepared for this Plan, will be within the scope of the certified EIR. City staff will determine whether further environmental analysis is required for any project within the LRSP. In some instances, further environmental analyses may be required even when the project is consistent with the Specific Plan if the project deviates from the EIR project description to the extent that new, significant environmental impacts are identified. This issue is addressed further in Section 7.0 of this Plan.

### **2.3.4 SEVERABILITY**

If any regulation, condition, program, or portion of the Laguna Ridge Specific Plan is held invalid by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof.

## **2.4 POLICY SETTING - THE ELK GROVE GENERAL PLAN**

The goals and policies of the City of Elk Grove General Plan govern the Laguna Ridge Specific Plan area. The function of the General Plan is to provide guidance to the development and management of land within the City. The General Plan contains goals and policies to which all projects must adhere. The General Plan Land Use Plan illustrates planned land uses within the Plan Area. The Laguna Ridge Specific Plan is consistent with the General Plan.

### **2.4.1 GENERAL PLAN POLICY ANALYSIS**

In accordance with Government Code Section 65454, a Specific Plan must be consistent with the adopted General Plan. In instances where the specific plan varies from the adopted General Plan, the General Plan and/or specific plan shall be amended to maintain consistency between the two documents.

## **2.5 RELATION TO MUNICIPAL CODE**

The Elk Grove Municipal Code (EGMC) is the book of local laws adopted by the City. Title 23 of the EGMC contains the City's zoning regulations (referred to as the Zoning Code). Zoning is the regulation of land use and development standards, such as building setback and height, parking, landscaping, and signage. To accomplish this, the Zoning Code divides the City into a series of zones, which are illustrated on the Zoning Map. In accordance with State law, these zoning districts must have a consistent relationship with the General Plan's land use designations. In addition to Zoning, the EGMC also contains various provisions on other matters that implement the General Plan. These include subdivision design standards (which are located in Title 22, Land Development), noise standards (which are located in Title 6, Chapter 32), and building construction requirements (which are located in Title 16, Buildings and Construction).

The LRSP informs what zoning applies to individual properties within the Plan Area. The Land Plan identifies the intended zoning district, which is then implemented by Ordinance of the City Council through a rezoning process. Any amendment to the Land Plan will require a concurrent rezoning. Both the Specific Plan Land Plan and the zoning must be consistent with the General Plan land use designation.

## **2.6 PRE-2004 CONDITIONS AND SITE ANALYSIS**

### **2.6.1 PROJECT SETTING**

The Laguna Ridge Specific Plan is located in the southwest area of the City of Elk Grove. Located approximately 1-1/2 miles west of the Elk Grove central business district and 14 miles south of downtown Sacramento, the LRSP lies within portions of Sections 1,2,3,10,11, & 12 of Township 6 North Range 5 East as shown on the Florin Quadrangle prepared by the United States Geological

Survey in 1968 and photo revisited in 1980. See Figure ES-1 Laguna Ridge Specific Plan Boundary and City of Elk Grove.

### **2.6.2 HISTORICAL PARCELIZATION**

At the time of adoption of this Specific Plan the Plan Area was comprised of 67 Assessor's Parcels totaling approximately 1,900± acres. There were 1,700 acres (89%) controlled by owner's participating in the funding of the original Specific Plan process, while non-participating owners controlled approximately 200 acres (11%). The parcelization within LRSP will change over time as development occurs.

### **2.6.3 PHYSICAL SETTING**

The Plan Area is essentially flat with elevations ranging from 45-feet on the east to 35-feet on the west, mean sea level (MSL). Elevation contour lines generally trend north/south through the project area. Based on this observation, the project area generally slopes gently downward to the west. The project area has local relief of approximately 10 feet. The greatest surface relief occurs in the middle of the property, the site of a proposed drainage channel. Several intermittent natural and man-made channels currently drain the property.

The Plan Area has historically contained annual grasslands interspersed with occasional groups of native and non-native trees and seasonal drainages typical of northern City of Elk Grove. The dominant species of grasses has included wild ripgut brome, yellow star thistle, soft chess, and Fitch's tarweed. The dominant tree species have included Blue Oak, Valley Oak, Eucalyptus, Northern California Black Walnut, and English Walnut.

### **2.6.4 SURROUNDING LAND USES**

The land uses surrounding the Plan Area, as of 2004, consisted of both urbanized development and agricultural uses. The land areas to the west, north, and east of the LRSP have been developed, or are approved for development. Maps and improvement plans are in various stages of preparation for a majority of the properties that are currently vacant.

The area on the north side of Elk Grove Boulevard is essentially built-out with a range of residential and commercial uses. Directly northeast of the LRSP at the intersection of SR-99 and Elk Grove Boulevard is the Elk Grove Auto Mall (Phase I) and it is essentially built-out. Phases II and III of the Auto Mall are located within the LRSP.

State Route 99 serves as the eastern boundary of the Plan Area. A large community park is located east of Highway 99 (Elk Grove Park), and this park is surrounding by existing residential development. Almost all of this area has been built-out.

Bruceville Road serves as the western boundary of the Plan Area. The former East Franklin Specific Plan (now the East Franklin area) lies directly to the west. The County of Sacramento adopted the East Franklin Specific Plan in April 2000, tentative subdivision maps were subsequently approved by the City of Elk Grove and the area is built out. The area consists primarily of single-family residential neighborhoods.

To the south of the Plan Area is the Southeast Policy Area, or SEPA, SEPA was approved as a Community Plan and Special Planning Area (together a Strategic Plan) by the City in July 2014.

Approximately 2,500 feet to the southeast of the LRSP is the Lent Ranch Special Planning Area. Lent Ranch Mall proposes the development of a range of retail, office uses, entertainment, as well as multiple family residential uses.

### **2.6.5 CIRCULATION**

The historic transportation system in the vicinity of the LRSP is heavily dependent on the roadway system for the movement of people and goods and automobiles are the primary travel mode for most trips in the Elk Grove area. This is typical of most communities. The historic road network within the Plan Area consisted of Elk Grove Boulevard, which has been constructed as a six lane divided facility, and a number of two lane roads.

### **2.6.6 INFRASTRUCTURE**

When approved in 2004, the LRSP area had minimal infrastructure. The area received water service from private wells and sanitary sewer service was not provided to the area. Chapter 6 discusses the infrastructure systems that will be constructed to support the project.

### **2.6.8 ENVIRONMENTAL SETTING**

Historic activities within the LRSP Plan Area consisted of non-irrigated grazing, irrigated pastures and farming, hay fields, dairy operations, and rural residential homes. Though much of the area has been disked several times a year in conjunction with these agricultural activities and the natural habitat modified, the site has some environmental issues. These issues and other environmental resources are discussed in Chapter 6, Resource Management. In summary, potential issues include:

- Various areas contain wetlands and Waters of the US.
- Undeveloped lands may contain potential habitat for sensitive species, such as the Western Pond Turtle, Swainson's Hawk, and the Burrowing Owl.
- There are numerous native Oak trees and other species within the project area.
- The Specific Plan will convert 40 acres of Prime Farmland, 1,734 acres of Farmland of Statewide Importance, 43 acres of Unique Farmland, and 52 acres of Farmland of Local Importance to urban uses.



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## **3.0 Land Use**

### **3.1 INTRODUCTION**

This chapter discusses and summarizes the different land uses planned within the Laguna Ridge Plan Area, provides policies by general land use type in refinement to the broad direction provided by the General Plan, and lists the intended zoning for properties. The General Plan and Zoning maps show the boundary of the LRSP to indicate that this document exists and that all subsequent development applications and approvals must be consistent with this Specific Plan document. In the event of a conflict between this Specific Plan and any other document (other than the General Plan), this Specific Plan shall govern.

The formulation of this Land Use Plan was influenced by a variety of factors including physical site constraints and adjacent land uses as discussed in Chapter 2, Specific Plan Context and Setting. It responds to the desires expressed by property owners, input from local residents during public workshops, the environmental analyses required by the EIR, and infrastructure studies prepared and reviewed with the appropriate agencies and service providers when the plan was prepared in the early 2000s. The result is a comprehensive Land Use Plan that includes a mix of land uses, organized and distributed in a logical manner, and is efficiently served by infrastructure.

The Land Use chapter is to be used in conjunction with other sections of this Specific Plan that discuss the details of the circulation system, public facilities, infrastructure, financing, and potential phasing. It is acknowledged that this Specific Plan document may evolve over time, and it may periodically be amended in response to market changes and community desires, as discussed in the Implementation and Administration chapter. As property owners and builders elect to develop their properties, they will be required to submit Tentative Subdivision Maps and Design Review applications (and other planning approvals, as applicable) with detailed plans for review and approval. These plans shall be designed based on the policies and standards contained in this chapter and other chapters, along with other applicable requirements and standards of the City.

### **3.2 KEY ELEMENTS OF THE LAND USE PLAN**

The Land Use Plan (Figure 3-1) illustrates the planned distribution of land uses within the Plan Area. Table 3-1 provides a summary of these land uses. The number of acres and therefore units may vary slightly depending on more accurate survey information and the final alignment of roadways. In 2004, when the Specific Plan was first approved, an approximate carrying capacity of 7,767 residential units was established (see Table 3-1A).

A well-planned network of roadways is a key component of the Land Use Diagram. The thoroughfare and arterial roadways are located on approximately a one-mile spacing, allowing for the efficient flow of cross-town traffic, and serving to define three distinct sub-areas or neighborhoods. Residential and Commercial Collectors will provide connectivity between neighborhoods and schools and parks. Tentative Subdivision Maps will determine the final alignment of these internal streets.

Commercial and office uses have generally been directed toward Elk Grove Boulevard and Highway 99 to capitalize on the vehicular access and visibility provided by these major roadways. Neighborhood-serving commercial uses have been located off of Whitelock Parkway, which is centrally located within the Plan Area, allowing convenient access for local residents and encouraging walking and biking as alternatives to vehicular use. Single-family residential has been distributed throughout the Plan Area, but a mix of densities is proposed. Medium and High density residential are

typically located adjacent to arterial streets and public transit opportunities and in close proximity to commercial land uses. School and park sites are located within each neighborhood within convenient walking distance of residents, minimizing the need for school children to cross arterials, and encouraging non-vehicular modes of transportation.

An important feature of the Land Use Plan are the proposed parkways, open space, and landscape corridors. The Laguna Ridge Grand Parkway is centrally located along the north side of Whitelock Parkway and traverses the Plan Area from Bruceville Road to Highway 99, providing a major east-west connection. This corridor will provide a Class I off-street trail connection with future access to Elk Grove Park. There are also a number of paseos or tributary parkways that provide north-south connections between land uses and the Laguna Ridge Grand Parkway. Lastly, the arterial and collector streets create landscaped boulevards with separated sidewalks for pedestrians, creating a more pleasant walking experience.

**Table 3-1 Land Use Plan Summary**

Map Symbol SP/ Zone Designation	Land Use	Approx. Acres±
RD-4	Single Family	110.33
RD-5	Single Family	473.28
RD-6	Single Family	81.70
RD-7	Single Family	137.15
RD-8	Single Family	17.21
RD-15	Medium Residential	18.37
RD-20	Multi-Family Residential	41.42
RD-25	Multi-Family Residential	11.15
AC	Auto Commercial	72.57
BP	Office Park	61.49
SC	Shopping Commercial	121.32
VCMU	Village Center Mixed Use	20.42
Schools	Schools (elementary, high/middle, community college)	127.00
Civic Center, Parks	Parks (local, neighborhood, community, Civic Center)	153.83
PKY, OS	Parkways or Open Space	86.14
WTF	Water Treatment Facility	16.01
	Roadways	354.17
	<b>TOTAL</b>	<b>1,904</b>

**Table 3-2 Residential Development Potential**

Land Use	Density (Calculation)	Maximum Development Capacity
Single Family	4.0 to 15.0 du/ac	6657
Multi-Family Residential	20.0 to 25.0 du/ac	1,110
Total		7,767

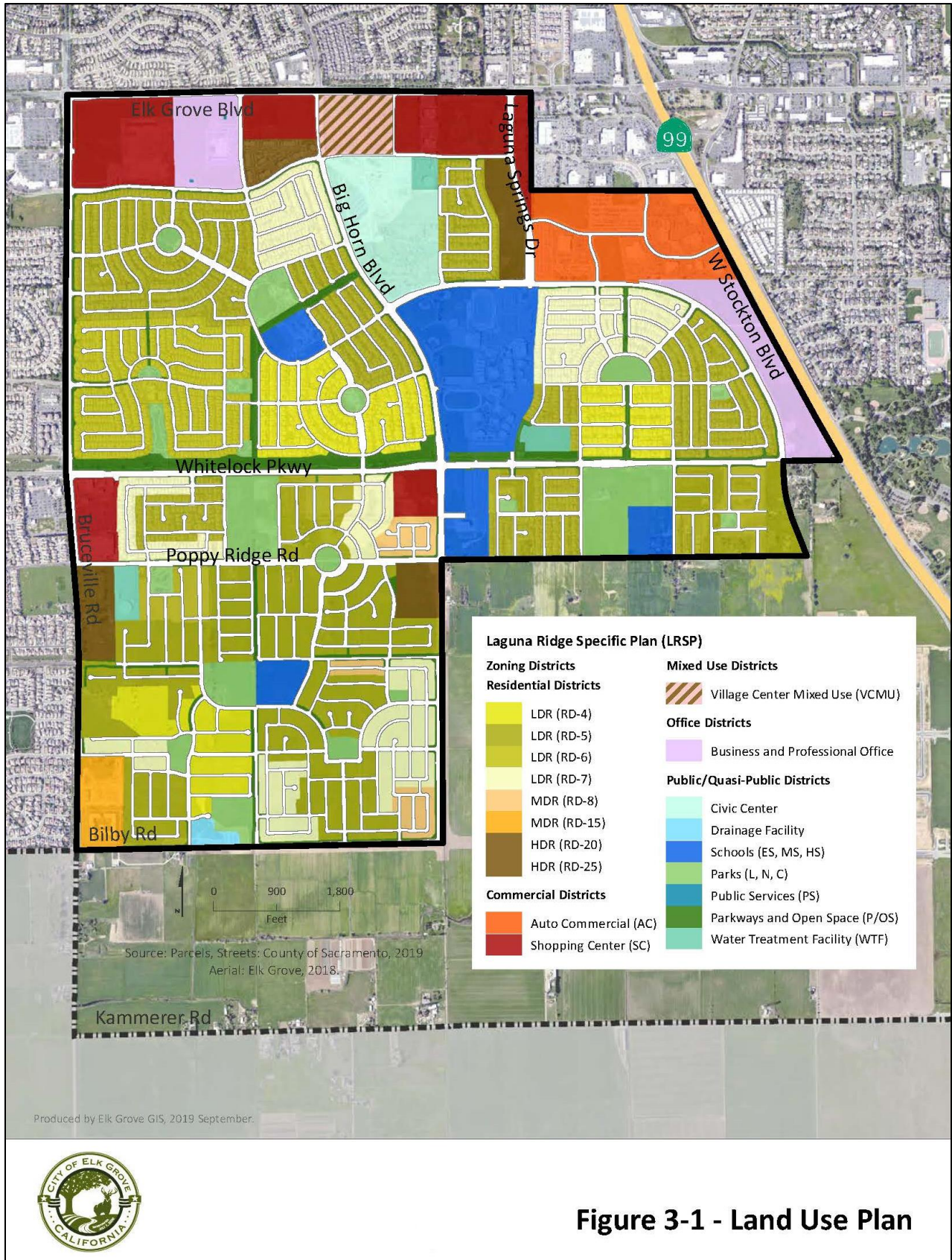


Figure 3-1 - Land Use Plan

### 3.2.1 PROJECT IDENTITY

The Laguna Ridge Specific Plan presents an opportunity to explore and celebrate the City's history. A vital element to creating a sense of place is to preserve the stories behind those places and to bring them forward. Elk Grove has a rich agricultural past in which dairy farming, vineyards, and ranching was widespread and prosperous. Moving products and cattle to market was hard work, and neighbors would help neighbors. This spirit bonded the community together.

Elk Grove was a stage stop on the Monterey Trail in the 1850s and a bustling community even before rail service was brought to town in 1868. Hotels, general stores, and other commercial enterprises sprang up to serve residents and travelers and the town flourished. Elk Grove Park (once called Graham's Grove) became a popular meeting ground, where community leaders held fundraisers with dances and chicken pie suppers. The importance of education is a key component of Elk Grove's heritage. The people of Elk Grove felt that it was their civic duty to provide for the education of their children and established the first union high school in the State of California. This priority on education remains a hallmark of the community.

The Laguna Ridge Specific Plan seeks to reinforce this existing sense of community. It proposes a Civic Center site located just south of Elk Grove Boulevard to provide a social gathering place for existing and future residents. The Civic Center includes a north and south property. The north property is designated Village Center Mixed Use and is described later in this chapter. The south property is a community park that includes a Community Center, Aquatics Center, passive recreational amenities, and area for a future library and performing arts center.

**Figure 3-2: View of the Civic Center (South Property)**



**Standards –Civic Center South Property:**

1. A commons plaza should be incorporated into the design of the Civic Center Site. The commons should provide a centrally located gathering space for events (e.g. festivals, speeches, farmer’s markets, street musicians).
2. Architecture should incorporate high quality design and detailing that is reflective of historical styles (e.g. recessed, operable windows, lintels, cornices or simple roof forms, stone or concrete foundation line) and shall utilize rich textures and durable finishes (e.g. brick, wood siding, or stucco).
3. Architecture should be pedestrian-scaled and varied in form and massing to provide visual interest. Buildings should include roof overhangs, covered walkways, awnings, trellises or other methods of providing shade and shelter.
4. A mix of land uses that will encourage pedestrian activity is encouraged. The site should provide space for City functions, a meeting hall, a performing arts center, library, , and other compatible uses.

The north Civic Center property is planned as a Lifestyle Shopping Center – a development complex that includes a range of entertainment, dining, and retail establishments with a dynamic design ambiance and amenities that are conducive to casual browsing and extended dwell times (2-3 hours minimum), while providing entertainment venues for the enjoyment of residents and visitors. The objective is for the project to serve as a gathering, activity, and commercial entertainment space for the community, while acting as a regional attractor. Lifestyle centers are typically characterized by development oriented around a “main street”. Parking may occur through a combination of surface parking located behind the buildings, or in one or more parking structures.

**Standards –Civic Center North Property:**

1. The north Civic Center Site shall be developed to create an “main street feel” with coordinated landscape and hardscape elements (e.g. pavers, furniture, lighting, signage etc.) linking to plazas, fountains and/or a town green. Pedestrian connections should be extended to link with commercial uses to the east and west and to the south Civic Center property.
2. Architecture should incorporate high quality design and detailing.
3. Gathering spaces should be incorporated into the site.
4. A mix of land uses that will encourage pedestrian activity is encouraged. The site should provide ground floor retail, restaurant, and entertainment uses with professional office and/or residential above, and other compatible uses.

**Figure 3-3: Concept View of the North Civic Center Property**

*Shown for illustrative purposes only. Final design subject to change.*

A key ingredient in creating a unique and distinctive master-planned community within the larger context of the City of Elk Grove will be the landscaping and wall treatments provided along major streets surrounding the Plan Area. The quality of the landscaping as viewed from surrounding roadways will create the first impression of the project. The goal of the Laguna Ridge project is to de-emphasize the appearance of masonry walls that buffer single-family residential abutting major roadways. The landscape plans submitted with sets improvement plans for the first projects will define and set the level of quality expected for the Plan Area and the design for key intersections. These designs shall be memorialized in the Supplemental Design Guidelines (described later in this chapter) as a requirement for all future development.

#### **Standards – Landscaped Boulevards and Intersections:**

1. The Laguna Ridge Supplemental Design Guidelines document shall be reviewed and approved by the Development Services Director prior to approval of improvement plans for any project within the Laguna Ridge Plan Area. This document shall provide conceptual landscape plans for thoroughfare and arterial streets and identify plant materials, wall treatments, sidewalks, crosswalks, pavers, and other details of the public realm along streets and paseos.
2. Generally, turf grass or groundcovers are preferred between the sidewalk and back of curb, and groundcovers and shrubs are preferred between the sidewalk and residential walls.
3. Automatic irrigation systems shall be designed so that they can be converted to recycled water once recycle water mains become operational. Drip irrigation systems or bubblers that allow deep watering for street trees are preferred.
4. Shrubs and/or vines shall be planted to screen and cover masonry block walls, with the exception of stone pilasters or theme walls at key intersections or neighborhood entries.

5. Trees shall be planted along all project roadways to provide shade for pedestrians at an appropriate spacing. Along thoroughfare and arterial roadways, a double row of trees may be required. Trees may be clustered or grouped, but gaps in spacing should not exceed 100-feet. A dominant street tree shall be specified for a particular street to provide continuity.
6. Accent trees should be utilized to identify key neighborhood entries along thoroughfare or arterial roadways.
7. The Land Use Diagram identifies the location key project intersections. They are as follows: A major project entry is located on the south side of Elk Grove Boulevard and Big Horn Boulevard.
8. There are two minor project entries identified. A minor project entry is proposed on the east side of Bruceville Road and Whitelock Parkway. The second is located on the west side of Laguna Ridge Road and Whitelock Parkway.
9. A project “cross-roads” has been identified for Big Horn Boulevard and Whitelock Parkway.
10. There are four project edges identified. They require a minimum 50-foot setback as measured from the corner, providing a diagonal or 45-degree line and additional area for landscaping and signage. These edges are located at the northwest corner of Bilby Road and Big Horn Boulevard, the northwest corner of Bilby Road and Bruceville Road, the southeast corner of Bruceville Road and Elk Grove Boulevard, and the southwest corner of Elk Grove Boulevard and Laguna Springs Drive.

### **3.2.2 COMMUNITY, VILLAGE AND NEIGHBORHOOD CONCEPT**

For land use planning purposes, the Plan Area can be considered as three sub-areas or villages. These villages are formed by the arterial roadway system, which is located on approximately one mile spacing. Each village will be composed of several smaller neighborhoods with a school, neighborhood park and open space corridor located near its center to provide a focal element. Local Parks have been strategically located within each neighborhood.

The *Northeast Village or Sub-area* capitalizes on its position relative to Highway 99 and Elk Grove Boulevard. It places a mix of commercial uses including highway-oriented retail and auto-oriented commercial uses along Highway 99 and Elk Grove Boulevard to take advantage of these exposures. These uses will serve the broader community of Elk Grove as well as the Laguna Ridge Plan Area. In relation to the existing Auto Mall, the contiguous AC designation is intended to support this major commercial destination and employment node, by allowing a broad range of commercial, auto and highway related uses. Office uses have been designated on either side of Laguna Springs Drive south of Elk Grove Boulevard. Elk Grove Boulevard, Big Horn Boulevard, West Stockton Boulevard, and Laguna Springs Drive will provide immediate access to public transit to encourage use of alternative modes of transportation.

A combined High School/Middle School site has been located directly east of Big Horn Boulevard that when considered in conjunction with the proposed Civic Center site and community park site will create an “open green edge” along this side of the road. A second Community Park is located to the south of Whitelock Parkway. These community parks are intended to serve the needs of the Laguna Plan Area, the Southeast Plan Area and as well as other residents within the City. The Elementary School is separated from the High School/Middle School complex; however, placing these facilities in proximity allows for coordinated use. A parkway paseo located south of the Civic Center, the Neighborhood Park

and the Big Horn Boulevard landscape corridor will provide a north-south connection to the Laguna Ridge Grand Parkway. The balance of this sub-area is comprised of single family residential, which is designed to include some smaller neighborhood oriented parks.

The *Northwest Village or Sub-area* concentrates commercial oriented uses and higher densities toward Elk Grove Boulevard, with a large commercial center located at the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road. Major commercial centers that include large discount retailers, theaters, and similar land uses rely on a broad market area for their economic viability, and therefore are logically located along major roadways. A pedestrian oriented spine street will parallel Elk Grove Boulevard to connect commercial uses to the proposed Civic Center site. A neighborhood focus has been created within this sub-area by placing a Neighborhood Park and Elementary School at the center within convenient walking distance for school children and residents. This neighborhood also includes an area of single-family housing targeted for the active adult/seniors retirement market, which serves to broaden the diversity of housing located within the Plan Area. A parkway paseo provides a connection from the Elementary School and Parks within this sub-area down to the Laguna Ridge Grand Parkway.

The *Southwest Village or Sub-area* also has a Neighborhood Park and Elementary School located at the center, again to allow convenient walking distance for residents and school children. The village also includes a second Community Park located on the south side of Whitelock Parkway. A paseo extends from the Laguna Ridge Grand Parkway to connect to the elementary school and neighborhood park site. A neighborhood-oriented Shopping Commercial (SC) site has been designated on the southeast corner of Bruceville Road and Whitelock Parkway, and multi-family sites are located to the south, allowing convenient resident access to this commercial center and future transit services. The Land Use Plan also designates a neighborhood-oriented Shopping Commercial (SC) site at the intersection of Big Horn Boulevard and Whitelock Parkway, providing commercial services within convenient distance of nearby residents.

### **3.2.3 PARKWAYS, PASEOS & LANDSCAPE CORRIDORS**

A key element of the Laguna Ridge Specific Plan is the system of parkways, paseos, and landscape corridors that allow convenient pedestrian and bicycle connections between land uses. The purpose of this system is to create strong linkages between neighborhoods, schools, parks and recreational amenities to encourage walking, bicycling, and alternatives to auto-travel.

The Laguna Ridge Grand Parkway provides major east-west connection with a 40-foot to 260-foot wide landscaped corridor connecting from Bruceville Road to Highway 99 along the north side of Whitelock Parkway and has been designed to provide a natural meandering corridor. In addition to providing a decomposed granite (D.G.) hiking trail and a paved Class I bike/pedestrian trail, this corridor serves a number of purposes including storm water conveyance, water quality, an area for oak tree mitigation planting, and an enhanced landscaped corridor alongside Whitelock Parkway. This feature will contribute to the image of a well-landscaped, master-planned community. Figures 3-5 and 3-6 illustrates the proposed Laguna Ridge Grand Parkway corridor.



Figure 3-5: View of Grand Parkway looking at Proposed North-South Paseo Bridge



Figure 3-6A: Plan View of Grand Parkway from Bruceville Road to North-South Paseo



A secondary system of pedestrian trails or "paseos" will link to the Laguna Ridge Grand Parkway to provide north-south connections. These greenbelts will consist of landscaped areas measuring 40 to 100 feet in width and will provide connections from schools and parks in one neighborhood or sub-area to the schools and parks in another. Figure 3-7 illustrates one example of a paseo, however a number "front-on", "side-on" and "back-on" situations may be employed with the design of the residential subdivision.

**Figure 3-7: One Example/View of Paseo**



**Figure 3-6B: Plan View of Grand Parkway from North-South Paseo to Big Horn Boulevard**

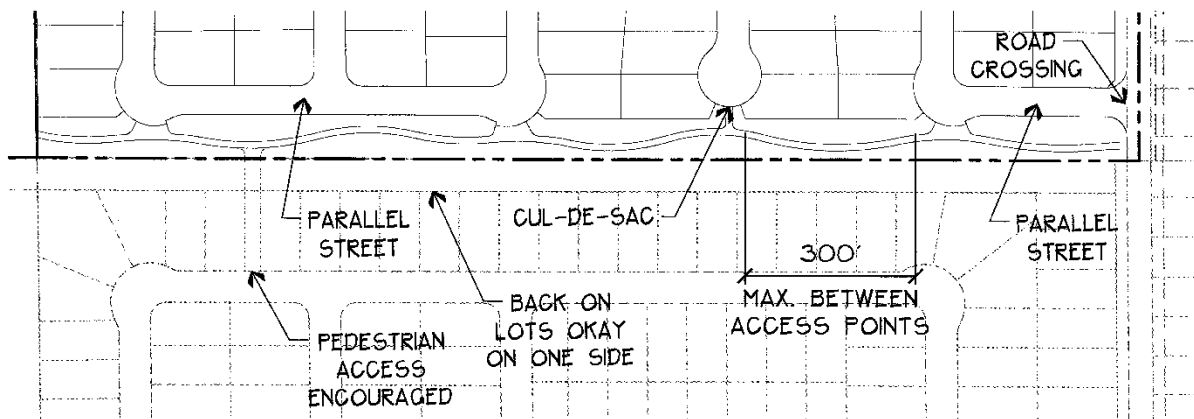


A third level of connectivity are the landscaped corridors located along major streets. All arterial and collector streets within the Plan Area will have separated sidewalks creating a more enjoyable walking experience. This system of landscaped boulevards will soften community edges and enhance the living environment.

### Standards –Parkway and Paseo Residential Interface

1. Tentative subdivision maps for single-family residential projects shall be designed to ensure a positive and safe orientation toward paseos and open space corridors. Roadway access shall be provided adjacent to the paseo or open space corridor every 300-feet to allow surveillance. This may be accomplished by extending cul-de-sacs or loop streets to the paseo from either side of the corridor to allow visual access, or by aligning a parallel street adjacent to the corridor to provide “front-on” lots (see Figure 3-8). The goal of providing visibility and emergency vehicle access is also accomplished where residential or other road crossings run perpendicular to and cross the paseo. Where a parallel street is provided on one side of the paseo or parkway, or where multi-family projects abut the paseo, single-family residential lots may “back-on” to the other side. Where lots back-on, the subdivision design should provide pedestrian connection points between lots at convenient locations or at road crossing to allow access to the pedestrian/bike trail.

**Figure 3-8: Residential Interface with Paseos/Open Space Corridors**



2. Residential Street Interface with Parks. For local parks, residential streets shall be located on a minimum of two sides of the park to provide convenient visual and pedestrian access and curbside parking. Streets located on three or four sides are preferred. For neighborhood parks, adjacent streets shall be located on two sides. Residential lots and/or elementary schools may be located on the remaining two sides.

**Figure 3-9: Residential Interface with Local and Neighborhood Parks**

### **3.3 OVERVIEW OF LAND USES**

The following section provides a discussion of the different land use categories within the Plan Area, their location, special concerns, and policies. Where these policies or guidelines utilize phrases such as "should", "may", or "encouraged" a reasonable degree of flexibility shall be allowed as determined by the City. Where these policies or guidelines utilize phrases such as "shall", "will", or "required" flexibility will only be allowed subject to approval of a Minor Deviation or as provided through the Design Review process, if such item qualifies for utilization of the deviation process. The application of these policies and guidelines is subject to the discretion of the City. Any disagreements regarding the interpretation of these policies and guidelines may be appealed to the Planning Commission and/or City Council. Supplemental Design Guidelines have been prepared for applicable land uses and serve to supplement the Citywide Design Guidelines.

#### **3.3.1 RESIDENTIAL LAND USES**

The Land Use Plan proposes eight categories of residential land uses: RD-4, RD-5, RD-6, RD-7, RD-8, RD-10, RD-15 and High Density Residential (RD-20 and RD-25). Specific Land Use densities have been identified on the Land Use Diagram to ensure a mix of residential lot sizes across the project area. The Specific Plan has an overall residential capacity of 7,767 dwelling units (see Table 3-1A). These residential land use categories will provide a broad range of housing opportunities.

All residential projects are subject to Design Review. The development standards for each residential land use and corresponding zone (as provided in the Zoning Code) specifies a minimum and maximum density, which shall be used to ensure consistency with the General Plan.

The following Design Standards shall apply to residential neighborhoods within Laguna Ridge in addition to the Citywide Design Guidelines and shall be incorporated in the Supplemental Design Guidelines for Laguna Ridge, as applicable:

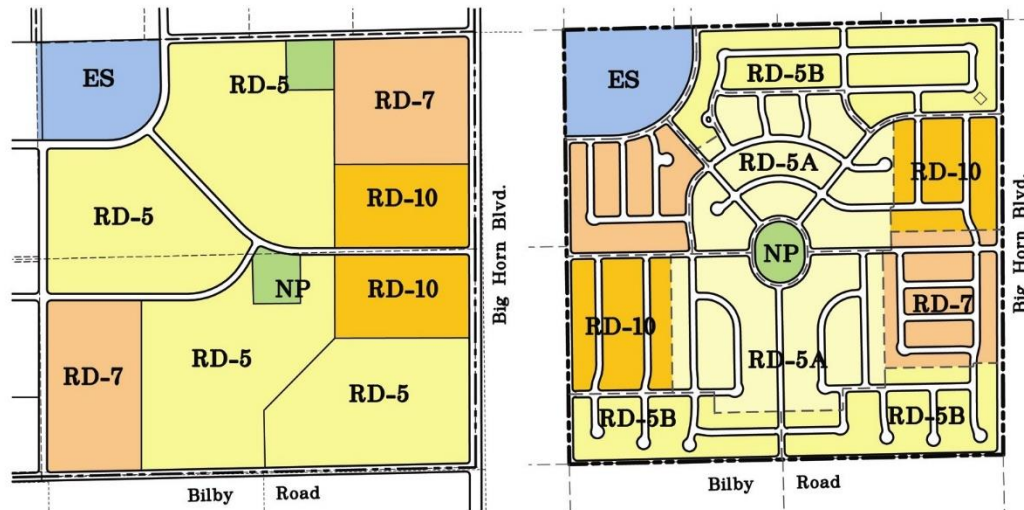
**Standards – Residential (Home Design):**

1. Architecture should draw from time honored traditional styles. Each style should utilize building forms and details that reinforce the individuality of the home, but also convey an overall sense of cohesiveness with the neighborhood. A palette of details should be developed and utilized to give a clear sense of the intended character of each home.
2. Homes are encouraged to have varied mass and proportion. Roof massing should not be monotonous. Successful neighborhoods will have rooflines that incorporate a variety of roof forms oriented in different directions, including a variety of single story and two-story elements to create variety in scale and strengthen the overall streetscape.
3. Homes and landscaping should be designed in such a way as to reduce, screen, and downplay the dominance of the garage. This can be achieved by recessing the garage door, by including architecture that projects forward, by creative use of color and textures, and other measures.
4. Porches provide many positive benefits to the streetscape and help create a sense of neighborhood. In addition to sheltering the front door from the weather and providing covered space for deliveries, they can reduce building mass and encourage interaction between neighbors. Therefore, porches (especially ones with a minimum depth of five feet) are encouraged consistent with the architectural style of the home.
5. The appropriate use of rich colors and materials adds greatly to the sense of quality within a residential neighborhood. Careful placement of materials in conjunction with appropriate massing adds an additional layer of texture and detail to elevation styles. Colors can reinforce elevation styles and create a consistent theme throughout a residential neighborhood.

**Standards – Residential (Subdivision Design):**

6. The re-arrangement of land uses as shown on the Land Use Plan for a particular property is permitted to provide a more varied mix of densities and/or lot sizes, provided the overall density is maintained, subject to approval through the subdivision and Design Review process.
7. Street systems within neighborhoods shall be comprehensively designed to provide a logical hierarchy of streets and continuity with adjacent parcels. This may require developing conceptual plans for adjacent properties that are not currently proposing development.
8. Local Parks should be strategically positioned within each sub-area to provide a central focal element and organizational structure for the entire neighborhood. The Local Park is intended to impede, slow, and stop vehicular traffic while allowing convenient pedestrian access.
9. Subdivision streets should be oriented from local parks to provide connections to adjacent neighborhoods to the north, south, east, and west. Primary or Secondary Residential Streets with separated sidewalks (58 or 56-foot section) are encouraged for these key subdivision streets to provide a comfortable environment for pedestrians walking to Local Parks.

**Figure 3-11: Example of Re-configuring Land Uses within a Neighborhood**



10. Pedestrian connections to adjacent uses such as Parkways, Parks, and Commercial Uses, in addition to those provided by landscape corridors along arterial roadways, are strongly encouraged to provide convenient and direct pedestrian routes, and links to amenities.
11. Parkways, paseos, and/or open space corridors should be designed to provide visual focal element and feature for the neighborhood. Acceptable designs may include wide landscaped medians with or without a central walkway or expanded parkway corridors along streets or between lots.
12. Pedestrian friendly street design and the use of separated sidewalks on key roadways are promoted to encourage walking and alternatives to the automobile. Additionally, subdivision design is encouraged to include features such as mini-parks and other elements to enhance the pedestrian experience.
13. Deciduous street trees, that at maturity will provide a large canopy over the sidewalk and street, shall be required for each residential neighborhood within the parkway strip or in the front yard, at a spacing appropriate to the proposed housing type.
14. For residential properties, the applicant for a tentative subdivision map is encouraged to provide a mix of lot sizes, as allowed by the density range for the zone. This mix may be provided with distinct sub-areas of different sized lots, with half-plex lots on corners, with different sized lots interspersed within a single block, or by other methods.

**Figure 3-12: Example of Interspersed Lot Sizes**

### 3.3.2 Multifamily and Affordable Housing

Affordable housing for very low, low and moderate-income groups will be met within the Plan Area through a combination of strategies. The provision of affordable housing within the Plan Area relies upon the policies and programs specified in the *Housing Element* of the City of Elk Grove General Plan. The number or the fair share of affordable units needed within the City of Elk Grove has varied over time. The City may review the land plan as part of its required Housing Element update process and identify sites for multifamily residential.

The City has also enacted an Affordable Housing Fee. All market rate multifamily and single-family units within the Plan Area will be subject to this fee, which will be collected by the City and utilized to fund affordable housing programs (e.g. subsidies to encourage construction of affordable units, rent subsidies).

High density and medium density residential sites can provide moderately priced housing opportunities utilizing a variety of products, including attached townhomes, auto court units, patio homes, zero lot line homes and other innovative housing types. Additionally, ancillary units or granny flats are an allowed use within conventional single-family zones providing further opportunities for affordable housing. High-density residential may also occur as part of commercial development consistent with the General Plan.

#### **Standards - Affordable Housing:**

1. Development in Laguna Ridge shall be subject to the Affordable Housing Fee. The funds collected should be utilized by the City to develop and subsidize programs to provide affordable housing units as determined by the City.
2. Infrastructure and roadway improvements shall be provided to multi-family sites within each sub-area as soon as is practically feasible to allow the opportunity to develop affordable units concurrent with the development of single-family residential sites.

### 3.3.3 COMMERCIAL AND OFFICE LAND USES – POTENTIAL JOBS

The Land Use Plan proposes three categories of commercial land uses: Shopping Commercial (SC), Auto Commercial (AC), and Office Park (BP). This allocation of commercial land uses is appropriate

given the location of the Plan Area in relation to existing roadways and is intended to provide business, employment, and shopping opportunities in close proximity to housing. All commercial and office projects will be subject to the City's Design Review process and the Citywide Design Guidelines. The Auto Mall is subject to the Auto Mall Special Planning Area.

The Shopping Commercial (SC) designation applies to several sites, dispersed along Elk Grove Boulevard, Whitelock Parkway, and Bruceville Road near major intersections. SC allows a broad range of uses, but is intended to provide for major shopping centers, service commercial, and offices that are dependent on vehicular access and visibility from arterial streets.

The Auto Commercial (AC) designation allows the development of an auto mall project and related commercial and employment uses. This AC site is located directly south of the existing Auto Mall along Highway 99. It is envisioned to provide opportunities for businesses that desire highway visibility, employment opportunities for local residents and serves to provide a transitional land use between Highway 99 and residential areas within the Plan Area.

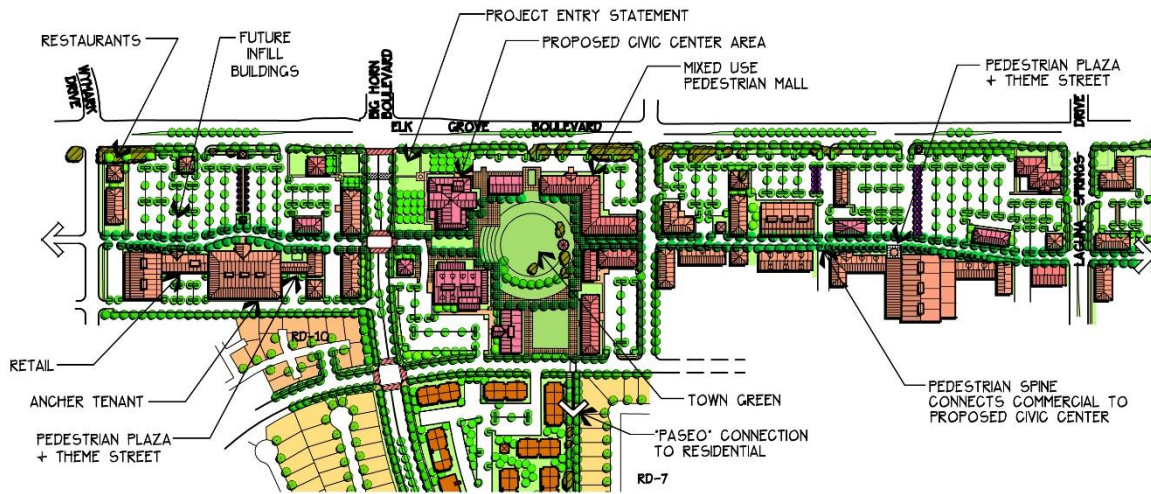
The Office Park (BP) designation provides for employment-oriented uses located adjacent to Highway 99. It is envisioned that the BP zone will provide a specific area for professional offices, medical facilities, research and development companies, and other businesses within a landscaped setting. A pleasing mix of high quality, one, two and three story office buildings and support uses (such as hotels and restaurants) are envisioned.

Design Standards are listed for key commercial areas within the Laguna Ridge community to ensure the development of a cohesive, well-coordinated architecture and encourage pedestrian oriented design. These standards are unique and included in addition to the Citywide Design Guidelines.

**Standards - Elk Grove Boulevard Commercial:**

1. A pedestrian-oriented walkway and vehicular spine street may be designed to connect across the storefronts of the commercial uses along Elk Grove Boulevard that directly flank either side of the Civic Center site. This theme street shall include unifying elements common to a traditional main street (e.g. street trees, tree grates, street lights, bollards, banners, specialized signage) to create a clear pedestrian link along the corridor. (See Figure 3-13).
2. The pedestrian walkway along storefronts shall be sufficiently wide enough to accommodate the display of wares or provide for benches, newspaper stands or phone booths. A minimum of ten feet is encouraged. Outdoor sidewalk sales, farmer's markets, and other activities where retailers interact with pedestrians are strongly encouraged.
3. Each commercial center shall include a pedestrian plaza or outdoor seating area to encourage pedestrian activity and provide a place to meet or convene. Plaza should include items such as umbrellas, tables, chairs, fountains, planters and landscaping to create a comfortable human scale.



**Figure 3-13: Plan View of Potential Elk Grove Boulevard Retail Corridor**

4. Commercial buildings should be designed to provide shade and shelter for pedestrians and to encourage window-shopping. Buildings should include roof overhangs, covered walkways, awnings, trellises or other devices for providing shade and shelter.
5. Placement of commercial buildings and enhanced landscape features should be focused toward the internal pedestrian spine street, but site design should also consider orienting buildings and landscaping toward Elk Grove Boulevard in a manner to reduce the visibility of parking areas.
6. Architecture may draw from traditional or historical styles and should utilize simple building forms, recessed windows, lintels and/or sills, cornices, or simple roof forms to create a positive pedestrian environment. Larger anchor tenants should articulate the storefront to break up the building mass. This may include changes in building height, setbacks in the front elevation, the inclusion of simple roof forms, or tower or vertical elements.
7. Materials and colors consistent with the theme of the architecture shall be utilized. Brick, concrete, or stone is encouraged at the ground level to highlight the foundation line. High quality, durable finishes shall be utilized.
8. The commercial site located at the southeast corner of Bruceville Road and Elk Grove Boulevard shall provide pedestrian scale architecture with a strong design orientation toward the corner as well as Bruceville Road and Elk Grove Boulevard and shall be designed to incorporate a pedestrian spine street linking to the commercial and civic uses located to the east.

### 3.3.4 Public And Quasi-Public Land Uses

The Land Use Plan depicts several categories of public or quasi-public land use, consisting of Schools (ES, MS, HS), Parks, Parkways and Open Space (LP, NP, CP, PKY, OS), Water Treatment Facilities (WTF), and a Fire Station Site (FS). The RD-5 designation shall be utilized as the underlying zone for Schools, Parks, and Water Treatment Facilities for the purposes of establishing a fair market value

during land acquisition. The fire station shall have an underlying designation of RD-15. If it is decided in the future that a site designated for a public facility is not needed, it shall be allowed to revert to its underlying designation.

There are a total of 106.0 acres designated for Schools with three Elementary Schools (ES) and a combined High School/Middle School (HS/MS) site. An elementary school has been located within each village or sub-area of the plan. The HS/MS site is located on a 76.0-acre site directly east of Big Horn Boulevard and north of the Laguna South Grand Parkway.

A total of 224.4 acres have been designated for Parks, Parkways and Open Space, and locations for Local Parks (LP), Neighborhood Parks (NP), Community Parks (CP), Parkways (PKY) and Open Space (OS) have been shown on the Land Use Plan. Parks comprise 149.4 acres of this total, while Parkways and Open Space total 75 acres. Parks have been located adjacent to school sites to allow shared use of facilities. Parkways are located to provide off-street pedestrian connections between land uses. The acreage calculation of school and park sites are net figures and do not include adjacent local streets or open spaces and net acres are shown in the Land Use Summary. Individual developers may designate additional open space areas as part of a subsequent Tentative Subdivision Map submittal. Further discussion of schools, parks and open space is contained within Chapter 5 *Public Services and Facilities*.

Three Water Treatment and Storage Facilities have been identified within the Plan Area. A 6-acre site is located southeast of the intersection of Bruceville Road and Poppy Ridge Road, a 4-acre site is located south of Elk Grove Boulevard near the Civic Center Site, and a 6-acre site is located north of Whitelock Parkway and east of the High School/Middle School Site. A 10-acre Water Quality and Detention Pond site has been located adjacent to Bilby Road, east of Bruceville Road.

### **3.4 CALCULATION OF DENSITY AND UNITS**

The allowable number of residential dwelling units for a particular parcel or parcels is calculated by multiplying the gross acres of the zone as shown on a Tentative Subdivision Map or Development Plan by the average or minimum density for that zone. The acres used in this calculation may vary slightly from the "approximate" acres shown on the Land Use Plan and Table 3-1 based on more accurate survey and boundary information, and final street alignments. The calculation of density shall not include arterial streets (as measured back of curb to back of curb) or other land uses designated on the Land Use Plan, but may include landscape corridors, internal local and collector streets, private recreation facilities, parkways and open spaces provided in addition to those shown on the Land Use Plan, as well as incidental public facility sites such as wells, and electrical substations.

### **3.5 LAND USE REGULATIONS AND DEVELOPMENT STANDARDS**

The allowed uses, permit requirements, and development standards in the various zoning districts prescribed by the Specific Plan Land Use Plan shall be as provided for that corresponding zone as described in EGMC Title 23 (Zoning) as described herein. Further, all development shall be reviewed for consistency with the Citywide Design Guidelines and, as applicable, the Laguna Ridge Supplemental Design Guidelines. Development shall also comply with all applicable standards and requirements provided in this Specific Plan. In the event of a conflict between this Specific Plan and any other document (other than the General Plan), this Specific Plan shall govern.

### 3.5.1 CORRESPONDING ZONING DESIGNATIONS

As previously described, the Land Plan identifies the planned land uses for property within the Specific Plan. While much of the Land Plan uses the same nomenclature as the City's Zoning Code, in some cases the Land Plan provides a high level of detail regarding the intended use of a property. To address this issue, the following table identified the consistency between the Specific Plan land use designations and the City's Zoning Code.

**Table 3-3 – Specific Plan and Zoning Consistency**

Specific Plan Land Use Designation		Consistent Zoning District	
Designation Title	Designation Abbreviation	Zoning District	Zoning District Label
RD-4 Single Family Residential	RD-4	RD-4 Low Density Residential	RD-4
RD-5 Single Family Residential	RD-5	RD-5 Low Density Residential	RD-5
RD-6 Single Family Residential	RD-6	RD-6 Low Density Residential	RD-6
RD-7 Single Family Residential	RD-7	RD-7 Low Density Residential	RD-7
RD-8 Single Family Residential	RD-8	RD-8 Low Density Residential	RD-8
RD-10 Single Family Residential	RD-10	RD-10 Medium Density Residential	RD-10
RD-15 Medium Residential	RD-15	RD-15 Medium Density Residential	RD-15
Multifamily Residential	MF	High Density Residential	RD-20 RD-25 RD-30
Auto Commercial	AC	Auto Commercial	AC
Shopping Center	SC	Shopping Center	SC
Office Park	BP	Business and Professional Office	BP
Village Center Mixed Use	VCMU	Village Center Mixed Use	VCMU
Schools (Elementary, Middle, and High School)	ES, MS, HS	Public Services	PS
Water Treatment Facility/	WTF	Public Services	PS
Fire Station	FS	Public Services	PS
Parks (Community, Neighborhood, and Local)	CP, NP, LP	Park and Recreation	PR
Parkway	PKY	Park and Recreation	PR
Open Space	OS	Open Space Land Use	O

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## 4.0 Circulation

### 4.1 OVERVIEW

This chapter describes the proposed circulation system and transportation alternatives associated with the Laguna Ridge project, and summarizes the information contained in the *Traffic Impact Study for the Laguna Ridge Specific Plan* prepared by Fehr & Peers Associates (dated 2003). This same consultant was utilized in the preparation of the *East Franklin Specific Plan* allowing the Laguna Ridge Plan to be developed in context with the surrounding area. The study area ranged from I-5 located three miles to the west, a half-mile beyond Highway 99 on the east, Laguna Boulevard located one mile to the north and Kammerer Road located approximately one mile to the south. The proposed circulation plan is also consistent with the City's General Plan and EIR Traffic Study.

The Circulation Plan is designed to provide for the efficient movement of goods and people and allows for several modes of transportation including automobile, truck, transit, bicycle, and pedestrian. This chapter provides the requirements of Plan Area roadways, bikeways, and walkways and reviews alternative modes of transportation. The implementation of the Laguna Ridge Specific Plan will provide additional roadway, transit, bicycle, and pedestrian linkages between the project area and the surrounding community, improving connectivity within this portion of the City.

The Circulation Plan provides connections to existing roadways and future roadways as identified in the General Plan Transportation Diagram and the Roadway Sizing Diagram. These connections provide both regional and local mobility between the land uses within and adjacent to the Plan Area. The phasing and financing of the proposed roadway improvements is summarized in Chapter 8, Financing and Capital Improvements.

### 4.2 EXISTING ROADWAYS

The Plan Area is bound on the west by Bruceville Road, on the north by Elk Grove Boulevard, on the south by Bilby and Old Poppy Ridge Roads, and on the east by West Stockton Boulevard. The existing streets and property ownership patterns form a basic grid pattern and provide the basis for the arterial street system for the Plan Area. These arterial streets are located approximately one mile apart and will provide four or six lane corridors.

Regional access to the Plan Area is possible via Highway 99 and Interstate 5. Each of these facilities was included in the study area, although Highway 99 is the closest regional facility to the project. Impacts to the freeway interchanges at Laguna Boulevard, Elk Grove Boulevard, and Kammerer Road, and traffic flows on the freeway were reviewed by the traffic impact study. The following is a summary of the key existing roadways.

- Highway 99 is a six-lane freeway facility located east of the Plan Area with controlled access via the existing Elk Grove Boulevard and Grantline Road interchanges.
- Elk Grove Boulevard is an east-west thoroughfare extending from Interstate 5 east to Highway 99 and Grant Line Road on the east. The roadway has six lanes from Interstate 5 to East Stockton Blvd., four lanes from East Stockton Blvd. to Elk Grove-Florin Rd., and two lanes from Elk Grove-Florin Rd. to Grantline Rd. and is adjacent to the northern edge to the project site.

- Bruceville Road is an existing two-lane road adjacent to the western edge of the Plan Area and continues north of Elk Grove Boulevard as a four-lane arterial, providing a north-south arterial through the City of Elk Grove.

### 4.3 PROPOSED CIRCULATION SYSTEM

The LRSP proposes a well-structured network of roadways, bikeways, and walkways to serve the project, and includes a system of trails through landscaped open space corridors connecting between land uses. The proposed circulation system will provide convenient and safe access to all areas within the Plan Area as illustrated by Figure 4-1, Circulation Plan. The creation of a well-connected hierarchy of travel modes allows for the efficient flow of vehicular traffic, but also encourages walking, biking and other alternatives to single-occupancy gasoline-powered vehicles. While existing transit service to the Plan Area is limited, the design of the land use plan and the policies contained within this document will encourage public transit. Land uses are generally more intense adjacent to arterial streets to encourage rider-ship, and it is anticipated that Sacramento Regional Transit will expand bus service to the Plan Area as development occurs.

The Laguna Ridge Grand Parkway provides a significant open space connection through the Plan Area and opportunities for bike and pedestrian connections. It stretches from the East Franklin area and Bruceville Road on the west to Highway 99 on the east. Links to this open space corridor are provided by several "tributary" parkway corridors or "paseos" allowing north-south access between land uses. These parkways will include an off-street pedestrian trail. Class II (on-street) bike lanes have been designated along all arterial and collector streets. To encourage walking, all arterial, commercial, and primary residential streets include separated sidewalks with a landscaped strip to provide a buffer from busy streets. Sidewalks are provided along both sides of all local streets within the Plan Area to accommodate pedestrian travel and to allow convenient access to curbside parking.

The Traffic Study prepared by Fehr & Peers summarizes the existing and projected traffic counts for certain selected street segments within the Plan Area, summarizes the cumulative traffic counts and provides a basis for the roadway sizing shown on the Circulation Plan (Figure 4-1). It demonstrates that the proposed Circulation Plan is consistent with the General Plan. For additional detail, please refer to the Traffic Study contained in the appendix.

#### 4.3.1 Roadways

A clear hierarchy of roadways is proposed for the Plan Area. The proposed roadway system calls for expansion of existing roads, construction of new roads, and the addition of signals at various intersections. Generally, the proposed Phasing and Capital Improvement Program will facilitate full roadway improvements curb-to-curb and required street lighting for thoroughfares and arterial roadways from intersection to intersection as these roadway segments are triggered by development. Phasing is discussed in more detail in Chapter 8, Phasing and Financing. Public and private financing, fee programs, and other financing mechanisms will be utilized to ensure the completion of roadways.

**Thoroughfares and Arterial Streets** include six-lane thoroughfares and four-lane arterials roads. This category of street will serve to convey "cross-town" traffic. These streets will provide for efficient access through the City and connections to major commercial uses, employment centers, and amenities. They are generally located on one-mile spacing. These streets have been excluded from the calculations of developable acres in the Land Use Plan. The following is a summary of the proposed roadway improvements:

- Elk Grove Boulevard is mostly improved as a 6-lane facility, but frontage and intersection improvements shall be constructed with the development of the Plan Area. This road is a thoroughfare providing east-west connectivity within the City.
- Bruceville Road will be expanded from a 2-lane roadway to a 4-lane roadway with the build-out of the Plan Area and is considered a thoroughfare. While not required by the development of Laguna Ridge or East Franklin, land area within the right-of-way will be reserved by a 36-foot median and 36-foot landscape corridors to enable this facility to be expanded to a 6-lane facility if needed in the future.
- Big Horn Boulevard will be extended as a 4-lane arterial roadway through the Plan Area from Elk Grove Boulevard south to Bilby Road, with a 40-foot transit corridor on the east side of Big Horn Boulevard.
- Whitelock Parkway is proposed north of existing Poppy Ridge Road. Whitelock Parkway will be constructed as a 4-lane arterial roadway and will provide an east-west connection through the community from Bruceville Road to Highway 99 at a new interchange.
- Laguna Springs Drive will be extended south from Elk Grove Boulevard as a 4-lane arterial roadway and will tee into Lotz Parkway at the proposed High School Site.
- Lotz Parkway is a 4-lane arterial roadway that will be constructed with the development of the Plan Area to provide a connection from Big Horn Boulevard east toward Highway 99, but is aligned to provide a separate roadway connection parallel to Highway 99 down to Kammerer Road.
- West Stockton Boulevard will continue through the Auto Mall and will, ultimately, be realigned to tee into Lotz Parkway.
- Bilby Road will be constructed as a 4-lane collector roadway in conjunction with development in the Southeast Policy Area.

**Collector Commercial and Residential Streets** provide connections into and through neighborhoods, linking to school and park facilities, and allowing residents of one neighborhood to visit another neighborhood without traveling on arterial streets. They generally access arterials on ¼ mile spacing.

**Local Streets** connect to arterials on a more frequent spacing. These connections allow access into neighborhoods, however internal street patterns should be designed to discourage through traffic.

The following sections and figures describe the design requirements for new roadways in the Plan Area. The standards herein, which were adopted in 2004, are applicable to all existing and approved subdivisions as of January 1, 2020. Any new subdivisions shall comply with these standards and the City's Improvement Standards. Where there is a conflict between this Specific Plan and the Improvement Standards, the Improvement Standards shall prevail.

#### **4.3.1.1 Thoroughfares:**

Thoroughfares include Elk Grove Boulevard and Bruceville Road. The total back of curb to back of curb dimension is 96-feet, providing for a 12-foot raised median, one 12-foot and two 11-foot travel lane on each side of the median, a 5-foot bike lane and a 3-foot vertical curb and gutter. A 36-foot landscape corridor is required at the back of curb. On Bruceville Road the inside lanes against the median will not be constructed, providing a larger landscaped median in the interim and preserving an existing hedgerow of trees. The

wide median reserves the potential to expand this facility for either additional travel lanes or for transit. The landscape corridor adjacent to major arterials includes a 7-foot separated or detached sidewalk. No on-street parking is allowed (See Figure 4-2).

#### **4.3.1.2 Arterial Streets:**

Arterials include Whitelock Parkway, Big Horn Boulevard, Laguna Springs Drive, Bilby Road, and Lotz Parkway. The total back of curb to back of curb dimension is 72-feet providing for a 12-foot median, a 12-foot and an 11-foot travel lane on each side of the median, a 4-foot bike lane and a 3-foot vertical curb and gutter. A 25-foot landscape corridor is required back of curb. The landscape corridor adjacent to minor arterials includes a 7-foot separated or detached sidewalk. No on-street parking is allowed.

#### **4.3.1.3 Collector Streets:**

There are several sections for Collector Streets depending on the location of the street and the purpose served. The Collector Street for Commercial will provide a back of curb to back of curb dimension of 48-feet, and a variety of roadway striping configurations may be utilized. A Commercial Collector can be configured to provide a 10-foot painted two-way left turn lane or raised median, along with a 12-foot travel lane, 4-foot bike lane and a 3-foot vertical curb & gutter in each direction. A 15-foot landscape easement or parcel is required back of curb. The landscape corridor includes a separated or detached 6-foot sidewalk.

Collector Streets internal to the Auto Mall and West Stockton Boulevard along the easterly edge of the Plan Area will provide a back of curb dimension of 42-feet to allow a 13-foot travel lane each direction, and an 8-foot bike lane (consisting of 5-feet of pavement and a 3-foot vertical curb and gutter). Alternatively, a 4-foot bike lane may be provided in place of curbside parking. A 21-foot landscape easement is required back of curb on the west side of West Stockton Blvd. A 6-foot walk is required within the landscape easement. No landscape easement is required adjacent to the Highway 99 Caltrans fence. The reduced roadway section is subject to a number of design constraints. This roadway is located adjacent to the Highway 99 right-of-way, there are a number of oak trees located near the edge of the existing roadway, and this roadway will be “single-loaded” by future development. South of Poppy Ridge Road, outside of the Laguna Ridge Plan Area and within the Lent Ranch Mall Project, this roadway may be expanded to a 4-lane arterial. Laguna Ridge Road is planned within Laguna Ridge as a parallel 4-lane arterial, and it can be aligned south of the Plan Area to connect to West Stockton Boulevard or can provide a parallel connection to the Lent Ranch Mall Project.

Alternative street sections may be allowed for commercial streets within commercial projects on a case-by-case basis.

#### **4.3.1.4 Thoroughfare, Arterial and Collector Street Standards:**

1. Roadways shall be consistent with the design targets outlined in the City’s General Plan.
2. All roadside landscape corridors or landscape easements shall be landscaped in accordance with City standards and the Laguna Ridge Supplemental Design Guidelines.
3. The City may allow alternatives to the proposed roadway sections or landscape corridors subject to design review.

#### **4.3.1.5 Residential Streets:**

The locations of key Collector or Primary Residential Streets have been identified on the Land Use Plan and the Circulation Plan to illustrate connections through neighborhoods to schools, parks and other land



uses. Collector, Primary and Secondary Residential Streets will provide a separated sidewalk and landscaped parkway strip with street trees located between the sidewalk and curb. Depending on the anticipated traffic volumes, residential lots may "front", "side" or "back" onto the Collector or Primary Residential Streets, however "front-on" or "side-on" lots are encouraged. Where residential lots "back-on" to Collector or Primary Residential Streets, and additional 5-feet of landscape area shall be provided between the sidewalk and the residential fence or wall.

Secondary and Local Residential Streets are not identified on the Circulation Plan. The precise location of Residential Streets (collector, primary, secondary and local) will be determined with the preparation of Tentative Subdivision Maps.

A Collector Residential Street consists of a 38-foot back of curb dimension and an overall back of walk dimension of 58-feet, and includes a 12-foot travel lane in each direction, and a 7-foot bike lane (which includes 4-feet of pavement and the 3-foot vertical curb and gutter). Where the City determines that on-street parking is required, a 5-foot bike lane and 8-foot parking lane shall be provided. In the case where Collector Residential Streets transition to Primary Residential Streets within a short distance from the arterial street, the City Engineer may allow the bike lane to be eliminated in favor of a raised median. A 4-foot sidewalk separated from the curb by a 6-foot parkway strip is required to provide a buffer to pedestrians on streets anticipated to have higher traffic volumes than typical residential streets. (Refer to Figure4-4).

A Primary Residential Street provides a 38-foot back of curb dimension and includes an eleven-foot travel lane in each direction and an un-striped 8-foot parking lane (which includes the 3-foot rolled curb and gutter), and a 4-foot sidewalk separated from the curb by a 6-foot parkway strip. (Refer to Figure 4-5)

A Secondary Residential Street provides a 36-foot back of curb dimension and includes a 10-foot travel lane in each direction, an un-striped 8-foot parking lane (which includes the 3-foot rolled curb and gutter), and a 4-foot sidewalk separated from the curb by a 6-foot parkway strip. (Refer to Figure4-6).

Local Residential Streets provide a 40' back of walk dimension, which allows for an 8-foot travel lane in each direction, and an un-striped 8-foot parking lane (which includes a 3-foot rolled curb and gutter) and a 4-foot sidewalk located adjacent to the curb. The total back of curb dimension is 32 feet, and parking is allowed on both sides of the street. (Refer to Figure4-6)

The City Engineer may require traffic calming devices, including but not limited to traffic circles, curb extensions, raised or specially painted crosswalks, or other measures to be installed as part of street improvements required for a project. Multi-family projects and seniors' or age-restricted projects may be allowed to utilize reduced street sections as allowed by the City Engineer, or gates and private streets to enhance security as approved by the City on a case-by-case basis. The Tentative Subdivision Map or Design Review process shall be utilized to determine street sections or drive aisle and parking stall locations for multi-family projects.

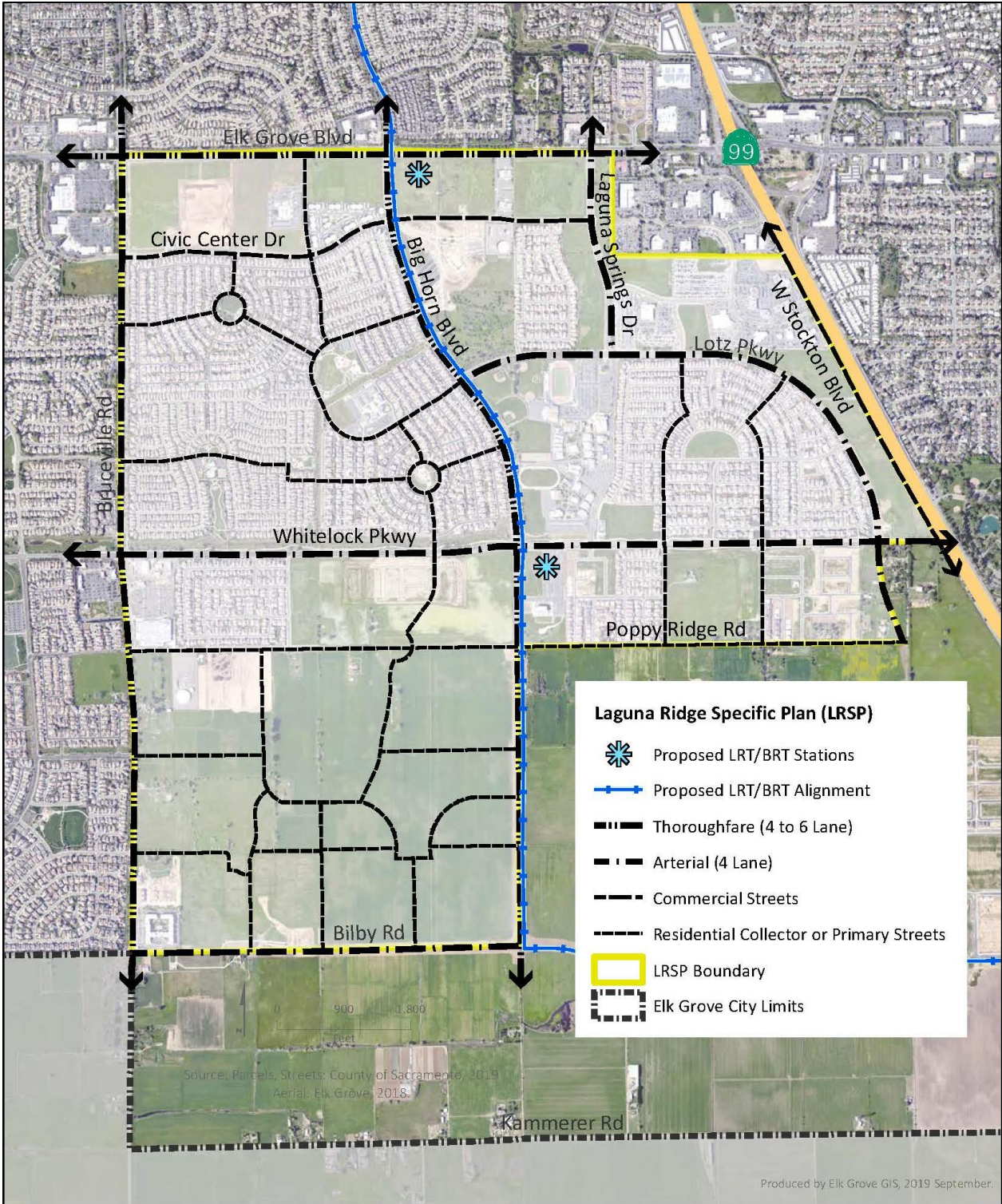
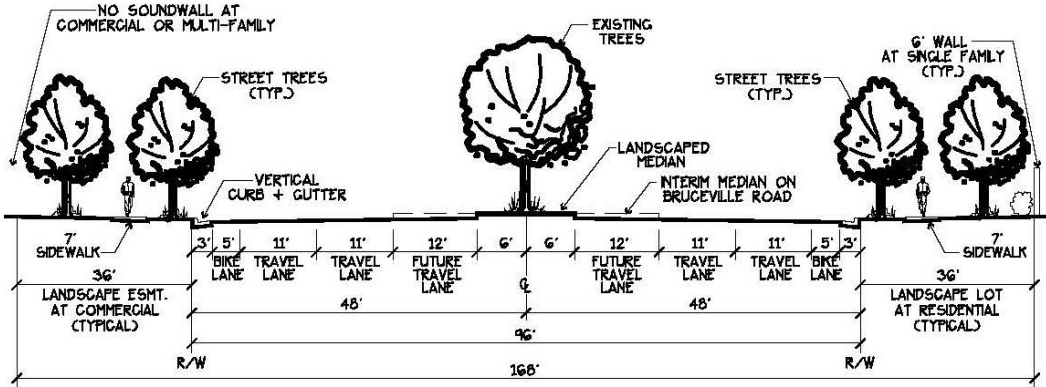
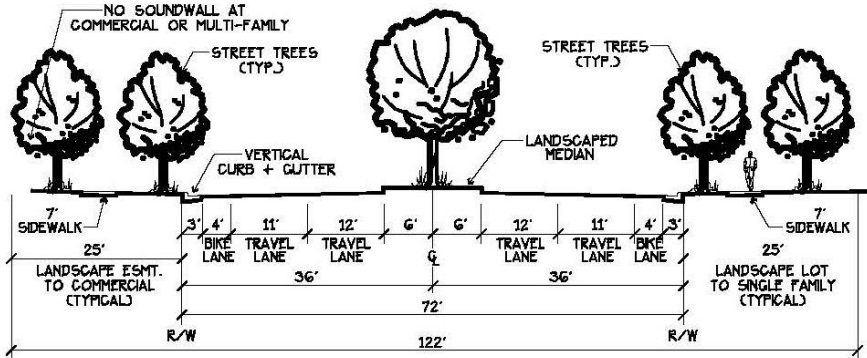


Figure 4.1 - Circulation Plan



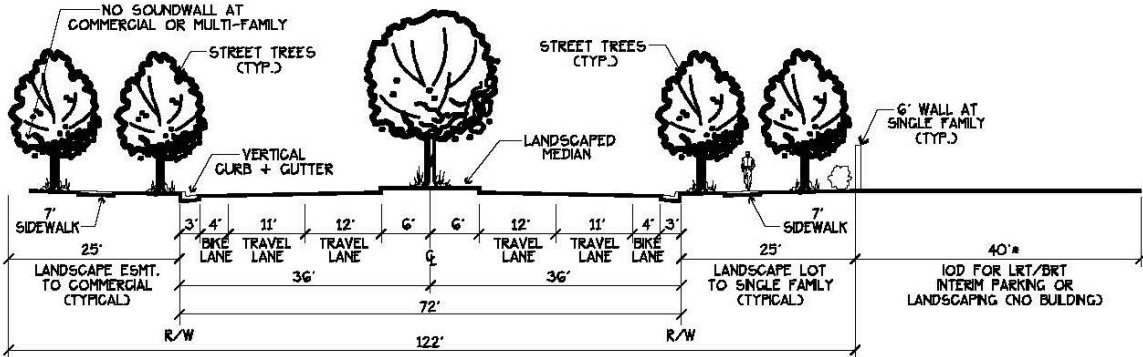
THOROUGHFARE (Elk Grove Blvd., Bruceville Rd.)

NOT TO SCALE



ARTERIAL (Whitelock Parkway, Laguna Springs Dr., Laguna Ridge Rd.)

NOT TO SCALE



\* NOTE: 60-FOOT X 400-FOOT IOD REQUIRED FOR SITES DESIGNATED WITH PROPOSED LRT/BRT STATION

ARTERIAL (Big Horn Blvd.)

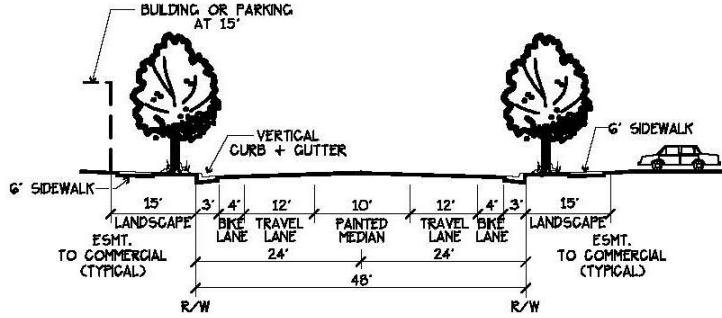
NOT TO SCALE

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# LAGUNA RIDGE SPECIFIC PLAN

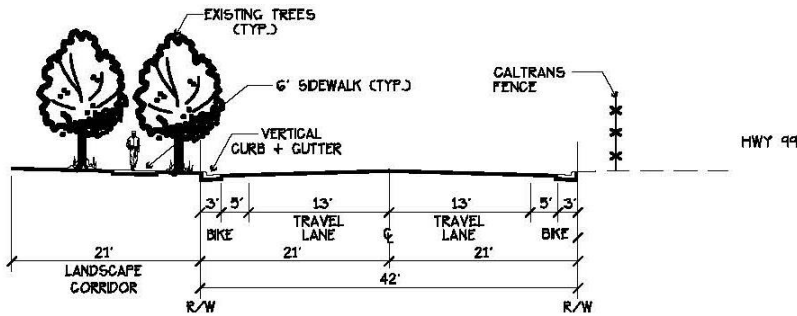
CITY OF ELK GROVE, CALIFORNIA

Figure 4-2 - THOROUGHFARE ARTERIAL STREETS



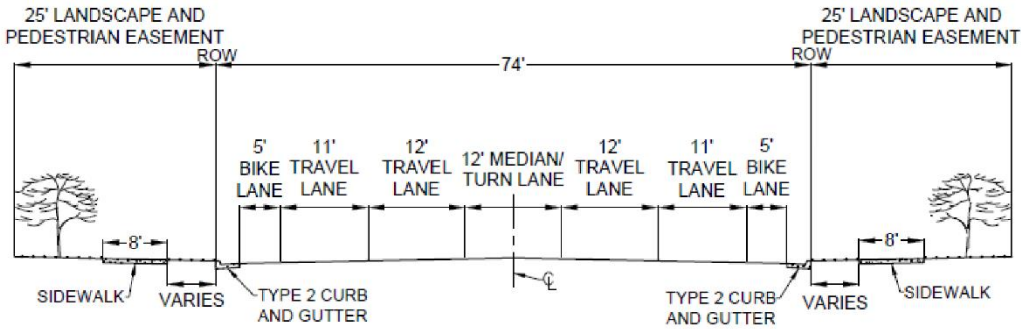
**COLLECTOR-COMMERCIAL**

NOT TO SCALE



**COLLECTOR- AUTO MALL**  
(West Stockton Blvd., Laguna Grove Dr.)

NOT TO SCALE



**RESIDENTIAL COLLECTOR-BILBY ROAD**

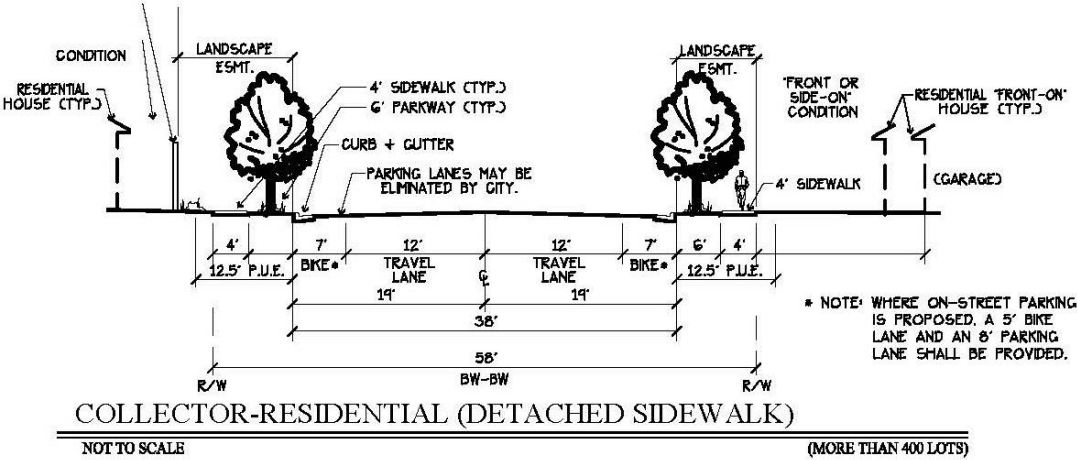
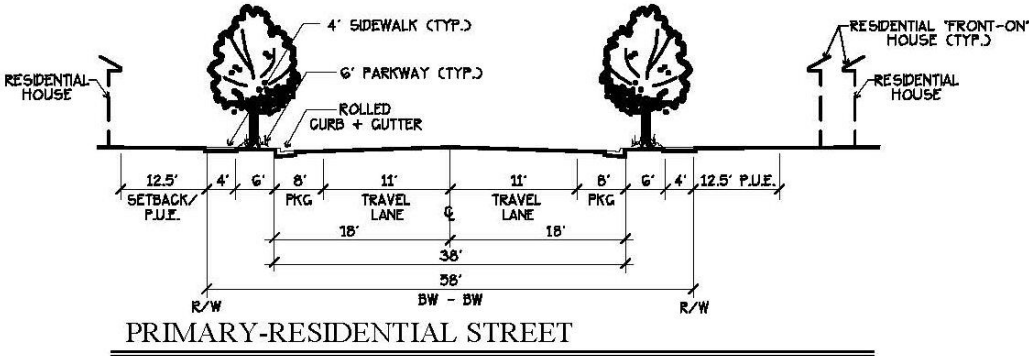
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Figure 4-3 - COLLECTOR STREETS



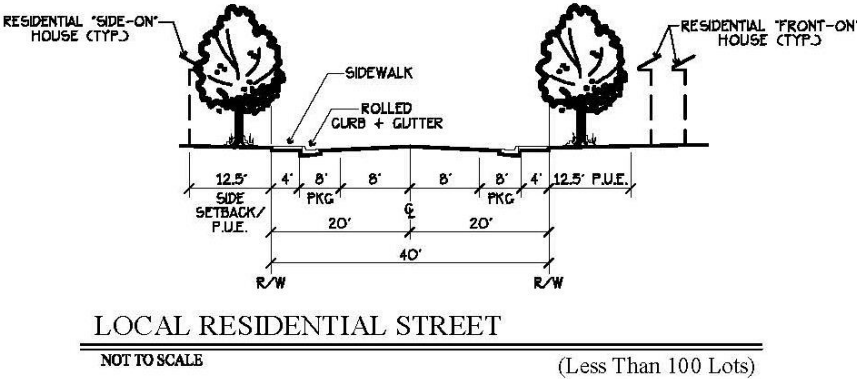
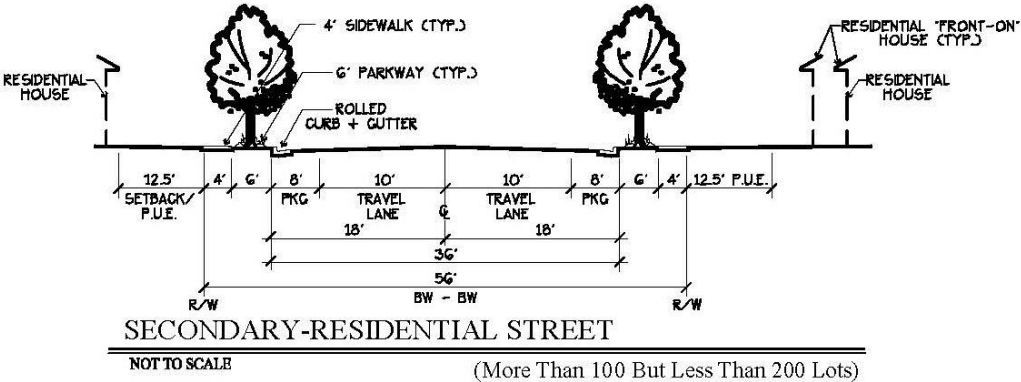
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# LAGUNA RIDGE SPECIFIC PLAN

CITY OF ELK GROVE, CALIFORNIA

*Figure 4-4 - COMMERCIAL/RESIDENTIAL STREETS*



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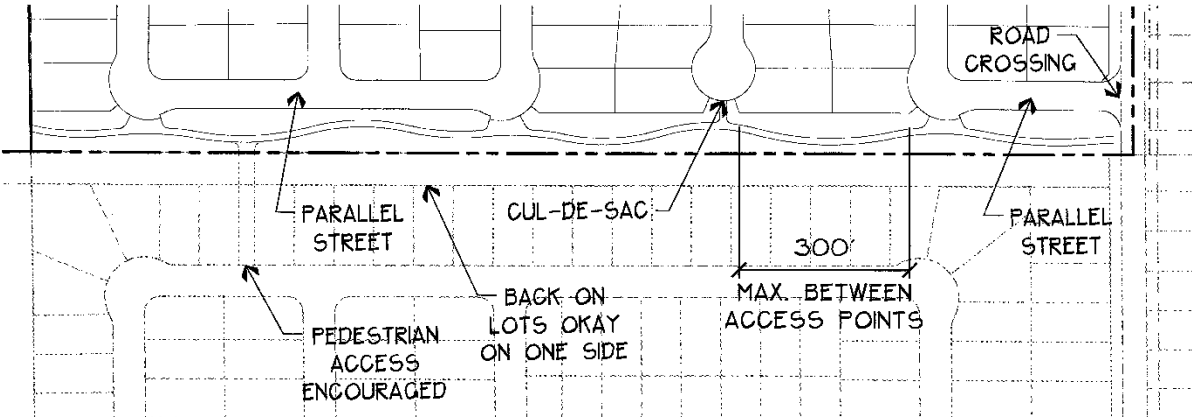
CITY OF ELK GROVE, CALIFORNIA

Figure 4-5 - RESIDENTIAL STREETS

**4.3.1.6 Residential Street Standards:**

1. All residential streets will be designed in accordance with provisions set forth in this Specific Plan, the City Improvement Standards, and applicable section of EGMC Chapter 22.110. Where there is a conflict between this Specific Plan and the Improvement Standards, the Improvement Standards shall prevail.
2. Local or minor residential streets serving less than 100 units may utilize a 40-foot roadway. Where it is estimated that between 100 to 200 units are served by a particular segment of roadway the 56-foot Secondary Residential Street with a separated sidewalk shall be utilized. Where 200 to 400 units are served, the 58-foot Primary Residential Street shall be utilized. Where more than 400 units load onto a particular segment of a street, the 58-foot Collector Residential Street providing separated sidewalks shall be utilized. In the absence of traffic projections for a particular street segment, ADTs may be assigned based on a reasonable distribution of traffic through the project area. For senior or age-restricted projects the number of units that may load on a particular street may be adjusted in response to the lower ADT generated per unit as determined by the Public Works Director.
3. Residential Street Interface with Open Space Corridors. Tentative subdivision maps for single-family residential projects shall be designed to ensure a positive and safe orientation toward paseos and open space corridors. Roadway access shall be provided adjacent to the paseo or open space corridor every 300-feet on average to allow surveillance. This may be accomplished by aligning residential streets adjacent to and parallel with one side of the corridor, extending cul-de-sacs into the corridor to allow visual access, or by crossing the corridor with a residential street. Back-on lots are allowed on the opposite side of the corridor from a parallel street.

**Figure 4.6: Residential Interface with Open Space Corridor**



4. Residential Street Interface with Parks. For local parks, residential streets shall be located on a minimum of two sides of the park to provide convenient visual and pedestrian access and curbside parking. Streets located on three or four sides are preferred. For neighborhood parks adjacent streets shall be located on two sides. Residential lots and/or elementary schools may be located on the remaining two sides.

### 4.3.2 Bikeways

A comprehensive system of bikeways is proposed for the Plan Area that will allow for convenient access between land uses, thereby encouraging bicycling as an alternative mode of transportation. There are two fundamentally different types of bikeways: those in dedicated open space corridors and those along streets. Both serve the primary function of providing bike connections between major activity centers in the plan.

Bicycle facilities are generally categorized into three distinct classes.

- Class I (Bike Path or Trail) - Provides a completely separated paved trail.
- Class II (Bike Lane) - Provides a paved striped lane at the edge of the street for one-way bike travel.
- Class III (Bike Route) - Shared use with vehicle traffic on a residential street.

An extensive Class I and Class II bike trail system is proposed, which is described herein and is incorporated into the City's Bicycle, Pedestrian, and Trails Master Plan.

A Class I bike trail providing 10-feet of pavement with 2-foot shoulders (for a total of 14-feet) is provided along the south side of the Laguna Ridge Grand Parkway Corridor. As noted earlier, this facility will provide a significant connection across the Plan Area from Bruceville Road to Highway 99, and allows for connections to the west through East Franklin and, as part of the Whitelock Parkway Interchange, to the east to Elk Grove Park.

A secondary Class I bike trail system providing 8-feet of pavement is required within the north-south paseos that are shown on the Land Use Plan. This system of 8-foot trails will provide off-street trail connections through neighborhoods to schools and parks, the Civic Center, and to the Laguna Ridge Grand Parkway.

Additional Class I bike trail connections are encouraged within individual projects to link land uses and connect to the paseo and parkway system illustrated on the Land Use Plan.

In addition to the Class I bike trail system proposed, every arterial and commercial street will provide striped on-street Class II bike lanes cycling. Separated or detached 7-foot or 6-foot sidewalks are located adjacent to all arterial or collector streets to provide pedestrian walkways, however these sidewalks may also be utilized by children on bicycles.

Lastly, Class III bike routes can be designated on primary residential streets or secondary residential streets to provide further connectivity between key land uses. Class III routes can be analyzed during the review of tentative subdivision maps.

The usefulness of the bike system depends, in part, on providing reasonably direct routes to the primary activity centers within the plan area. Each village shall be designed to facilitate pedestrian and bicycle access to homes, shopping, schools, parks and jobs. The bikeway system proposed shall provide a connection to neighboring communities. The extensive bikeway system within the plan shall provide opportunities to connect with any future bikeways in the area, and in open space corridors designated in future development within the community plan area or in nearby future master plans.

#### 4.3.2.1 Bikeway Standards

1. Where residential neighborhoods directly abut arterial streets, Class II or Class III bikeway access should be provided at intervals of approximately 1,000 feet. These connections may occur along



residential streets connecting to the arterial, from the end of cul-de-sac or between lots. The objective should be to provide convenient routes to public transit stops or non-residential uses. The design of bikeways shall be determined with Tentative Subdivision Maps or commercial project Development Plan submittals.

2. Where residential neighborhoods abut paseos, Class I bikeway access should be provided at intervals of approximately 600 feet. These connections may occur along residential streets adjacent to the paseo, from the end of cul-de-sac or between lots. The objective should be to provide convenient routes to parks, schools, key non-residential uses and public transit. These connections may be included as part of the paseo open space corridor lot, or alternatively as an easement across or between private lots.

### **4.3.3 Walkways**

A comprehensive hierarchy of pedestrian walkways and sidewalks meandering through parkways, paseos and landscape corridors is proposed. The Laguna Ridge Grand Parkway Corridor provides a major landscaped open space corridor along the north side of Whitelock Parkway and traverses the Plan Area from Bruceville Road on the east to Highway 99 on the west. It allows for the future connection to Elk Grove Park east of Highway 99. Several "tributary" paseos or north-south parkways provide connections to the Laguna Ridge Grand Parkway Corridor, schools, parks and other land uses and encouraging pedestrian travel and alternatives to the automobile. Separated sidewalks are provided along all arterial, collector and primary residential streets within the Plan Area, providing a pleasant and comfortable walking experience. This comprehensive system of pedestrian walkways will encourage school children to walk or bike to schools and parks and will allow convenient connections between residential land uses and non-residential land uses. Residents will be able to walk from their neighborhood to commercial and office centers, thereby encourage an alternative to vehicular travel.

#### **4.3.1 Walkway Standards:**

1. A sidewalk shall be provided to connect from commercial uses to the sidewalk alongside adjacent streets.
2. A sidewalk shall be provided along the face of commercial buildings allowing storefronts or office buildings to be linked.
3. Where lots back up to parkway corridors that contain walkways, open iron fencing is encouraged to allow visibility into these areas.
4. Access to parkway corridors should be provided from an adjacent or nearby street. This may be achieved by having streets cross perpendicular to parkway corridors, aligning a street parallel to one side of the corridor or a portion of the corridor, or access may be provided from a cul-de-sac or easement between lots as shown on previous illustrations. This access area may be included as part of the parkway or paseo corridor, or alternatively may be an easement across or between private lots.

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## **4.4 ALTERNATIVE TRANSPORTATION MODES**

### **4.4.1 PUBLIC TRANSIT**

The City operates its e-tran local and commuter bus service within the Laguna Ridge area and the broader City. The Civic Center site includes a transit hub and park-and-ride facility for area residents and employees. The City reviews its transit routes as necessary in order to provide efficient services.

#### **4.4.1.1 Public Transit Standards**

1. Bus turnouts will be provided with the design of arterial streets on the far side of each major intersection consistent with City improvement standards.
2. Benches and bus shelters shall be required consistent with City improvement standards as determined by the City.

### **4.4.2 LIGHT RAIL TRANSIT/BUS RAPID TRANSIT**

Within the Sacramento region, Sacramento Regional Transit (SacRT) operates a Light Rail transit system. The nearest Light Rail line to the Laguna Ridge area is the Blue Line, which has a terminus at Cosumnes River College, approximately 1.5 miles north of the City limits. Plans exist to extend this service south into the City, through the Laguna Ridge Area. Figure 4-1(Circulation Plan) locates the Light Rail alignment on the east side of Big Horn Boulevard. A 40-foot Irrevocable Offer of Dedication (IOD) is required behind the 25-foot landscape corridor for the length of this alignment, and area will be required at the two proposed station sites, consistent with Sacramento Regional Transit standards (See Figure 4-2 for station locations).

Timing for the extension of the Blue Line into the City is unknown and is dependent on a number of factors, including detailed study of potential alignments, environmental review of potential alignments, acquisition of right-of-way and funding for construction. In the interim, the City operates local transit and commuter bus service in the Laguna Ridge area, which includes a route parallel the planned Light Rail alignment. The City is studying the development and operation of a Bus Rapid Transit service that would utilize the Light Rail corridor as an interim improvement to Light Rail.

## 5.0 Public Services and Facilities

This chapter addresses the public services and facilities required to serve the existing and future population of the Plan Area. It includes a description of law enforcement, fire protection, emergency medical, solid waste disposal and recycling; as well as parks, schools and libraries followed by a list of standards for each. Where phrases such as "should" or "are encouraged" are used, the statement is a refinement of policy or a guideline and subject to some interpretation. Where phrases such as "shall" and "are required" are used, the statement is mandatory.

### 5.1 LAW ENFORCEMENT

The City of Elk Grove Police Department provides law enforcement services within the City, including within the Plan Area.

The City of Elk Grove Police Department currently operates out of two facilities. The main office is in the City Hall Complex at 8380 and 8400 Laguna Palms Way. This building houses the administration, detectives, patrol supervisors, traffic bureau and community services. Officers utilize this facility as a home base for office space during their shift. The secondary facility, a support facility, is the City Corporation Yard on Iron Rock Road. This facility provides locker room space for officer patrol car maintenance and fueling. Prisoners are transported to either the Rio Cosumnes Correctional Facility or the main jail downtown for booking and are processed through the County Court system. The facility and staffing will be increased over time in response to growth within the City and as funds allow, consistent with the Department's staffing study.

#### 5.1.1 Law Enforcement Standards

1. Residential-based surveillance and law enforcement notification programs, such as neighborhood watch, are strongly encouraged.
2. All land uses in the plan area should be designed to facilitate surveillance and access by law enforcement equipment and personnel.
3. Streets shall be designed to ensure that emergency response is not impaired.
4. Buildings and other facilities shall be designed to incorporate the philosophy of "Crime Prevention Through Environmental Design" (CEPTED).
5. Prior to final map approval, the Laguna Ridge area shall form or annex into a Mello-Roos Community Facilities District (CFD) and/or another financing district/mechanism that is acceptable to the City to fund a portion of the additional costs for police service.

### 5.2 FIRE PROTECTION & EMERGENCY MEDICAL RESPONSE (FS)

The Cosumnes Community Services District Fire Department provides fire protection and emergency medical response services. Originally established as the Elk Grove Fire Department in 1892, the Fire Department merged with the Elk Grove Recreation and Parks District to form what is known today as the Cosumnes Community Services District (CCSD). The CCSD Fire Department also provides emergency medical response.

As the Plan Area develops, the need for an additional fully equipped fire station within close proximity to the LRSP area will increase. A location for a fire station has been identified on the Land Use Plan northeast

of the intersection of Poppy Ridge Road and Big Horn Boulevard. A specific site for the station has been determined and is designated on the Land Use Diagram as (FS). Generally, fire stations require a 2.0-acre (net) parcel and should front on a local or collector street in close proximity to an arterial. A fire station in this general location would be central to the Plan Area and within 1.5 miles of all residents. This station site has been acquired by CCSD and design and construction of the station will occur as funds are available and operational need arise.

The Department operates three full-time medic units from its fire stations in central Elk Grove, East Elk Grove and Laguna. An additional medic unit is stationed in Franklin and is staffed by the station's engine company. The EGCSO Fire Department actively pursues a program of cross staffing with engine companies trained in Advanced Life Support.

The Financing Plan for the LRSP identifies the needed revenue (development fees) to fund the fire facilities required to serve the Plan Area, including a fire station (land costs, site preparation, construction, furniture, fixtures, and equipment) and temporary station facilities, if needed. The fees are intended to be sufficient to purchase one or more pieces of fire apparatus. Potential apparatus needs include, but are not limited to, a fire engine, ambulance, and water tender and/or grass unit. The Financing Plan will include revenue that will be used to fund costs so that the fire station and equipment can be provided to the area in a timely fashion. Property tax revenues fund personnel and on-going operations.

#### **5.2.1 Fire Protection & Emergency Medical Response Standards**

1. Water facilities shall be designed and installed to ensure adequate fire flows within the Plan Area to provide an adequate level of fire protection.
2. Public health and safety needs within the Plan Area shall be met through the provision of fire protection services and facilities at a level sufficient to maintain CCSD standards.
3. Fire station and fire apparatus facilities shall be provided in accordance with the CCSD Fire Department Master Plan.

#### **5.3 SOLID WASTE DISPOSAL & RECYCLING**

A private company under contract to the City provides the pickup and disposal of solid waste in the Elk Grove area. Services include refuse transfer, residential refuse collection, refuse disposal, and resource recovery.

Refuse from Plan Area residences will be collected by an automated truck collection system, identical to that provided to other residential areas of the City. ***Solid Waste Disposal & Recycling Standards***

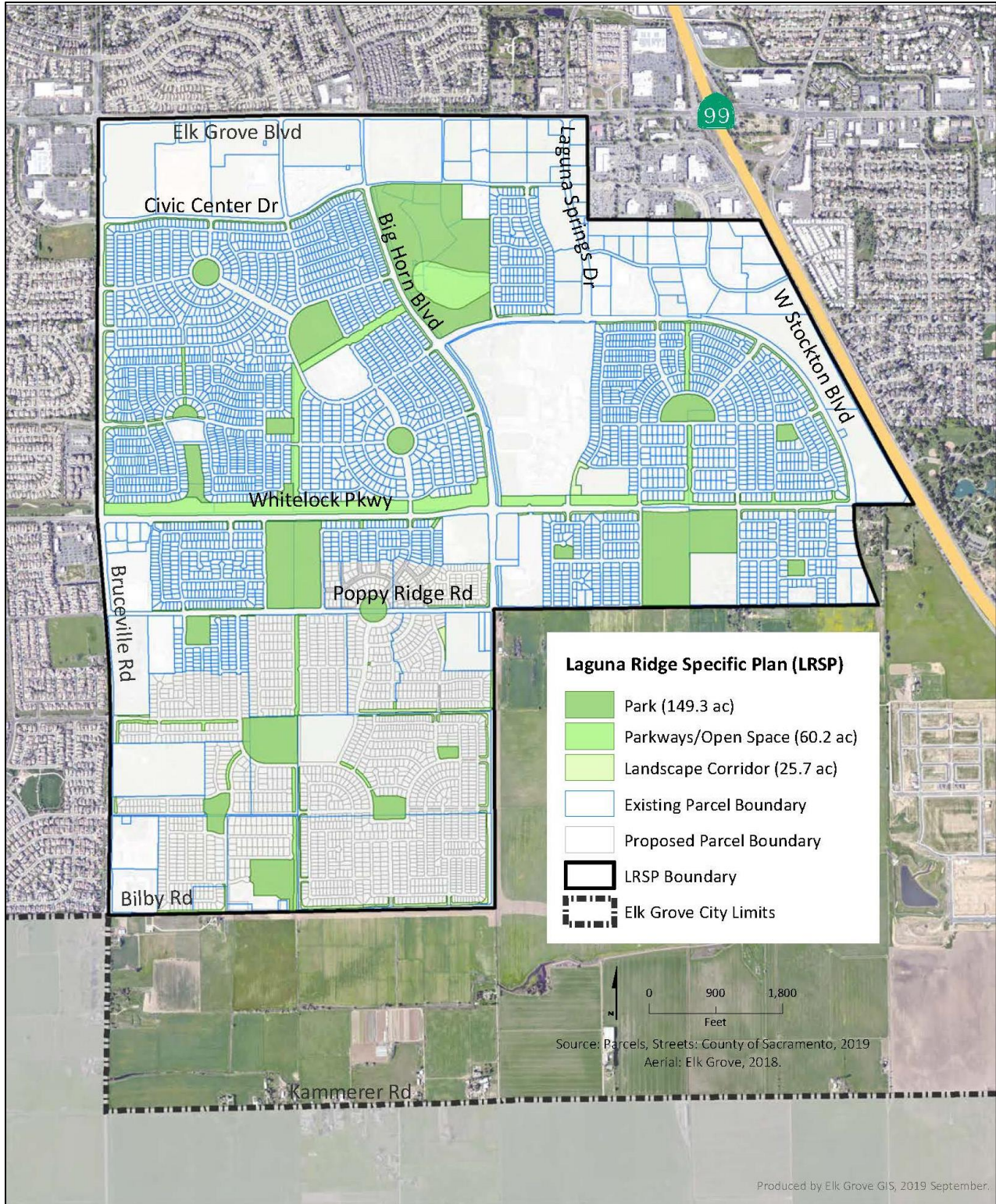
1. Recycling of residential and commercial solid waste should be promoted and encouraged within the Plan Area.
2. Residential developments shall be designed to facilitate the use of automated solid waste collection trucks.
3. All urban uses shall be designed so that solid waste containers can be hidden from street view either with an enclosure or garage, or behind a fence within a side yard area.

#### **5.4 PARKS (LP, NP, CP) & PARKWAYS (PKY)**

The Specific Plan Land Use Plan provides a total of 143.7 net acres of parks, and 69.3 acres of parkways and open space for a total of 213 acres. This amount of park land provides 6.9 to 7.6 acres per 1,000

residents depending on the ultimate number of dwelling units constructed. The proposed park acreage includes multiple Local Parks, Neighborhood Parks, and Community Parks. These parks are designated on the Land Use Plan and on Exhibit 5-1 with "LP" for Local-Park, "NP" for Neighborhood Park, and "CP" for Community Park. Parkways or Open Space are designated (PKY or OS). The underlying zoning designation for parks and parkways shall be RD-5. The park configuration shown on the Land Use Plan is approximate and final configuration of parks will occur upon the submittal of Tentative Subdivision Maps.

The Neighborhood Park sites are typically located adjacent to schools and/or open space areas to allow shared use opportunities. The larger parks will accommodate a broader range of activities including soccer fields and softball and little league ball fields suitable for league play. Community Parks may have lighted fields to allow leagues to play in the evenings. The purpose of the larger parks is to encourage multiple uses and allow for active recreation.



**Figure 5-1 - Parks and Paseos**

#### **5.4.1 PARK FEES, ACQUISITION AND CONSTRUCTION**

The LRSP is included within both the Laguna Ridge Parks Fee Program and the Laguna Ridge Supplemental Parks Fee Program, which provides funding for design and construction of park facilities in Laguna Ridge.

#### **5.4.2 LOCAL PARKS (LP)**

The size and location of Local Parks and the facilities provided will vary by sub-area or neighborhood and will be configured based on Tentative Subdivision Maps. They should be designed to provide facilities that would be appealing to adjacent residents. They are not intended to provide areas for organized sports.

Facilities in Local Parks may include some or all of the following and determined on a site-by-site basis:

- Open grass/multi-purpose game fields.
- Tot lot and children's play area with adjacent seating.
- Picnic table(s) with tree shading.
- Hard court areas such as tennis or half-court basketball.
- Security lighting.

#### **5.4.3 NEIGHBORHOOD PARKS (NP)**

Neighborhood Park sites within the Plan Area are located near the center of each residential sub-area or neighborhood to provide a focal element and central gathering space for nearby residents, and to ensure that each sub-area is properly served by recreational facilities. Neighborhood Park sites are often adjacent to an elementary school, thereby allowing for shared use of recreational facilities. Neighborhood Parks provide active play areas or practice fields for organized sports.

Facilities in Neighborhood Parks may include some or all of the following and determined on a site-by-site basis:

- Tot lot and children's play area with adjacent seating.
- Group or family picnic area with shade shelter.
- Turf space large enough for pick-up softball or recreational soccer.
- Hard court areas such as tennis, full court basketball, turf or sand volleyball, handball.
- Free play area.
- Storage area and/or maintenance building.
- Picnic table(s) with tree shading.
- Shade structure.
- On-site parking in limited instances.
- Security lighting.
- Restroom.

#### **5.4.4 COMMUNITY PARK (CP)**

Three Community Park sites are designated on the plan. The Community Park located at the Civic Center provides 43.8 acres of park land. The easterly Community Park (Reardan Park) measures 26.3 net acres (of which 17.3 net acres is for Laguna Ridge and 9.0 net acres is for adjoining plan areas). The westerly Community Park (Oasis Park) measures 19.9 acres net. These Community Parks will be linked to the Laguna Ridge Grand Parkway. Facilities expected to be included in the Community Parks may include some or all of the following and determined on a site-by-site basis:

- Group picnic areas to accommodate large and small groups, all shaded, some with shelters.
- Large outdoor shelter for picnic use, group use, and programming.
- A mix of youth and adult ball fields (softball, skinned ball fields, and soccer fields).
- Lighted tennis courts, full court basketball, and other sports facilities.
- High quality play areas, separated for pre-school and older children, with a variety of play experiences and adjacent sitting areas.
- Water play or other aquatics facilities.
- Drinking fountains.
- Clearly defined park entry with identified theme.
- Storage and/or maintenance building.
- Restrooms/Concession building.
- On-site parking.
- Security and sports facility lighting.
- Public Recreation/Civic Uses (indoor and outdoor).
- Daycare facilities.

#### **5.4.6 PARKWAYS AND OPEN SPACE (PKY&OS)**

The LRSP designates 75-acres as Parkways and/or Open Space. A major open space corridor, referred to as the "Laguna Ridge Grand Parkway" is proposed to extend from Bruceville Road on the west to Highway 99 on the east. As part of the Whitelock Parkway Interchange, the City will construct a freeway over-crossing for pedestrians and bicyclists to allow a connection to the Elk Grove Park east of Highway 99. The Laguna Ridge Grant Parkway varies in width from 40-feet to 260-feet. It provides a Class I off-street bike/pedestrian trail, convey storm water, and provides a well-landscaped parkway alongside Whitelock Parkway. Several "tributary" parkways, referred to as "Paseos" will provide linkages to this "grand" parkway and will allow connections to schools, parks and other land uses to the north and south. These tributary parkways will provide a minimum of 40 feet in width. The paseos will contain passive recreational facilities such as a trail for walking and biking, benches or overlooks, community gardens, tree preservation, tot lots and similar facilities to encourage walking and biking.

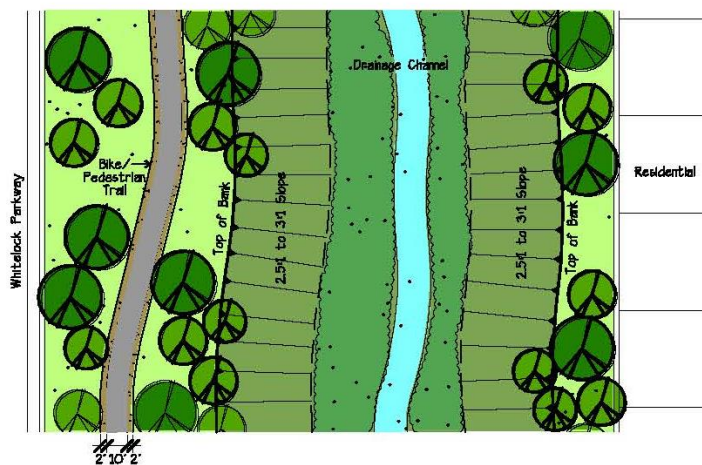
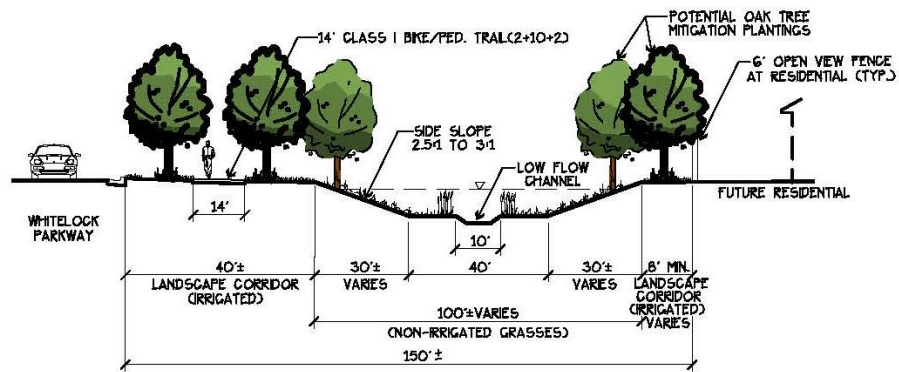


Figure 5-2: View of Grand Parkway looking at Proposed North-South Paseo Bridge



Figure 5.2 illustrates a 150-foot section of the Laguna South Grand Parkway. A 10-foot Class I bike trail is proposed on one side of the channel.

Figure 5-3: Laguna South Grand Parkway



LAGUNA SOUTH GRAND PARKWAY

NOT TO SCALE

### Park and Parkway Standards

1. Shared use agreements between parks and school facilities is encouraged. Coordination is encouraged to minimize duplication of underutilized facilities.
2. Parks are intended to be located in the locations shown on the LRSP Land Use Plan. Precise configuration of park sites will be determined at the time of Tentative Subdivision Map approval.
3. Parks and open space areas should be linked by a pedestrian and bicycle circulation system to the extent feasible.
4. Wherever possible, parks shall be bordered on two sides by streets in order to facilitate public access and surveillance, and on three sides when feasible. The remaining two sides may be bordered by other land uses such as schools, open spaces or residential. Local Parks are encouraged to have streets on more than two sides.
5. Parks shall be designed, and facilities oriented, to minimize noise and visual impacts on adjoining residential lots to the extent feasible.
6. Where parks are adjacent to drainage corridors or parkways, the park shall include pedestrian pathways that connect to any adjacent pathways within the drainage corridor.
7. Parks adjacent to drainage corridors or parkways shall include appropriate fencing or plant buffering to separate active recreation areas within the park from the drainage corridor.
8. Sports lighting for both school district fields and Community Parks shall maintain the following standards to reduce levels of illumination and glare on all adjoining residential properties:
  - A. Illumination must not exceed 0.5 foot-candles measured at the property lines of school or park sites where abutting a residential use.
  - B. Glare shall be reduced by aligning the light fixtures in such a manner so as not to be directed at adjoining residential areas.

**Figure 5-4A: Plan View of Grand Parkway, Bruceville Road to North-South Paseo**



9. The design of park facilities and new landscape plantings shall consider the preservation of existing trees to the maximum extent feasible.
10. Detailed landscape construction drawings shall be submitted subsequent to the approval of subdivision improvement plans or construction drawings, and shall be approved prior to the start of construction so that a plan for re-vegetation is clearly defined.
11. When possible, parks should be located along creeks or adjacent to open spaces.
12. The implementation and timing of parks and open space corridors will be conditioned on tentative subdivision maps and/or project applications for development. The CIP and Financing Plan will provide further details regarding the construction of parks and open spaces.

**5.4.7 LANDSCAPE CORRIDORS**

As noted in the Land Use and Circulation chapters of this document, landscape corridors are proposed for all thoroughfare, arterial and collector streets within the Plan Area. A separated sidewalk is proposed with a landscaped parkway strip between the curb and sidewalk to buffer pedestrians from vehicular traffic. Landscape corridors are intended to provide a pleasant, shaded walking environment to encourage pedestrian travel or to provide a path for children on bicycles. The width of these corridors depends on the street, as summarized below.

Thoroughfare:	Elk Grove Boulevard Bruceville Road	36-feet
Arterials:	Whitelock Parkway Big Horn Boulevard Laguna Springs Drive Laguna Ridge Road	25-feet
Collector:	West Stockton Blvd. Auto Mall Streets	21-feet
Collector:	Commercial/Civic Center Drive	15-feet

**Figure 5-4B: Plan View of Grand Parkway, North-South Paseo to Big Horn Boulevard**



#### **5.4.8 Landscape Corridor Standards**

1. Where commercial developments front on arterial roadways it shall be the responsibility of the commercial use to install the landscaping.
2. Where landscape corridors abut residential uses and a masonry sound wall or open iron fence is installed at the edge of the corridor, the builder shall install the landscaping pursuant to City standards and the Laguna Ridge Supplemental Design Guidelines, and the City will maintain the landscaping.

#### **5.4.9 Project Monumentation**

To create a sense of place and identify Laguna Ridge as a distinctive, high-quality, master-planned community, key intersections have been identified for special landscape treatment and project monumentation. The landscape details of these key intersections are discussed in the LRSP Supplemental Design Guidelines document, which is approved by the Development Services Director and may be updated by the Director from time-to-time. In summary, the monumentation program will provide enhanced paving and landscaping at the major entries, edges, and the the core of the Plan Area.

The four key project entries targeted for special treatment are the intersections of Big Horn Blvd. at Elk Grove Blvd., Big Horn Blvd. at Bilby Road, Whitelock Parkway at Bruceville Road, and Whitelock Parkway at Lotz Parkway. Enhanced landscaping, monument walls, and special pavers are proposed on the LRSP side of the intersection.

Edge treatments are proposed at Bruceville Road and Elk Grove Blvd., Bruceville Road and Bilby Road, and Elk Grove Blvd. at Laguna Springs Drive. A scaled-down version of the project entry statements will be provided in these locations.

The core of the Plan Area is located at Whitelock Parkway and Big Horn Blvd. immediately south of the Laguna Ridge Grand Parkway Corridor. Commercial uses have been located on each corner to provide an open, landscaped appearance.

### **5.5 SCHOOLS (ES, HS/MS)**

The LRSP Land Use Plan designates three Elementary School sites measuring 10.0 net acres each, and a combined 76.0-acre High School/Middle School site for a total of 106.0 acres. The exact configuration of school sites are subject to change with the preparation of more detailed surveys and the alignment of streets with Tentative Subdivision Maps.

The Plan Area is within the Elk Grove Unified School District (EGUSD), which provides elementary through high school (K thru 12) education. The number of school sites required in the plan area is based on the District's standard for the projected number of students per household and the number of students per school. The Land Use Plan proposes a total of three elementary schools located within each sub-area or neighborhood within the Plan Area, as shown on Figure 5-1 Proposed School and Park Locations. The Plan Area will develop over several years; therefore, school facilities will be phased according to demand. The density of residential units ultimately constructed also affects the demand for school facilities.

The proposed school sites conform with the district requirement that school sites be level graded and generally rectangular in shape, with a width to length ratio of not more than 3 to 5. The schools are located in residential neighborhoods along primary residential streets, typically with two street frontages. The High

School/Middle School site is located adjacent to three arterial roadways. The District has site location requirements relating to power lines, noise, environmental constraints and hazards, and airports. None of these factors affect the school sites as shown by the Land Use Plan.

#### **5.5.1 School Standards**

1. Schools shall have timely access to all utilities and services, including sewer, water, gas, electric, and drainage.
2. Project-specific design shall orient circulation patterns to favor safe and direct pedestrian and bicycle access routes to school facilities.
3. Elementary Schools shall be located in residential neighborhoods along local, primary, or collector residential streets with two street frontages where feasible.
4. Schools will be located within reasonable walking distance of most residents.

#### **5.6 COMMUNITY COLLEGES**

The LRSP area is within the Los Rios Community College District. The Los Rios Community College District manages four community colleges, the American River, Sacramento City, Folsom Lake, and Cosumnes River Community Colleges. The Cosumnes River Community College is the closest community college to the plan area. The Cosumnes River Community College has one remote learning center, which is located within the LRSP area.

#### **5.7 LIBRARY SERVICES**

The City is served by two branches of the Sacramento Public Library – one in Old Town on the east side of the City and one in the East Franklin area. Plans exist for the development of a new library as part of the Civic Center as funding is available.

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## 6.0 Infrastructure

This chapter describes the basic infrastructure required to serve the Plan Area and includes a discussion on "backbone" sewer, water, and drainage systems. It addresses the build-out condition and allows for phasing of improvements as development occurs.

### 6.1 SEWER

The following section summarizes the information contained within Sacramento Area Sewer District Sewer Capacity Plan, the "*Preliminary Sewer Master Plan for the LRSP*" prepared by Wood-Rodgers and approved by Sacramento Area Sewer District, and the Level 2 Sewer Master Plan prepared for the Southeast Policy Area (as amended).

#### 6.1.1 Pre-2004 Conditions

At the time this plan was initially prepared the only existing public sewer facilities in the area were several sewer mains and trunks ranging in size from 6" to 15" in diameter located just north of Elk Grove Boulevard and the Plan Area. These laterals were located in Bruceville Road, Big Horn Boulevard, and Laguna Springs Drive. These public sewage facilities had limited remaining capacity and therefore were unable to adequately serve the Plan Area. The existing residences within the Plan Area relied on septic systems for sewer service.

#### 6.1.2 Sewer System Overview

The following provides a brief summary of the sewer sheds analyzed for the LRSP and the ultimate "backbone" sewer system.

##### (A) Service Area Limits

The Laguna Ridge Plan Area is located within the Laguna Ridge sewer shed and is comprised of two sub-sheds, the Northern Sub-Shed and the Southern Sub-Shed

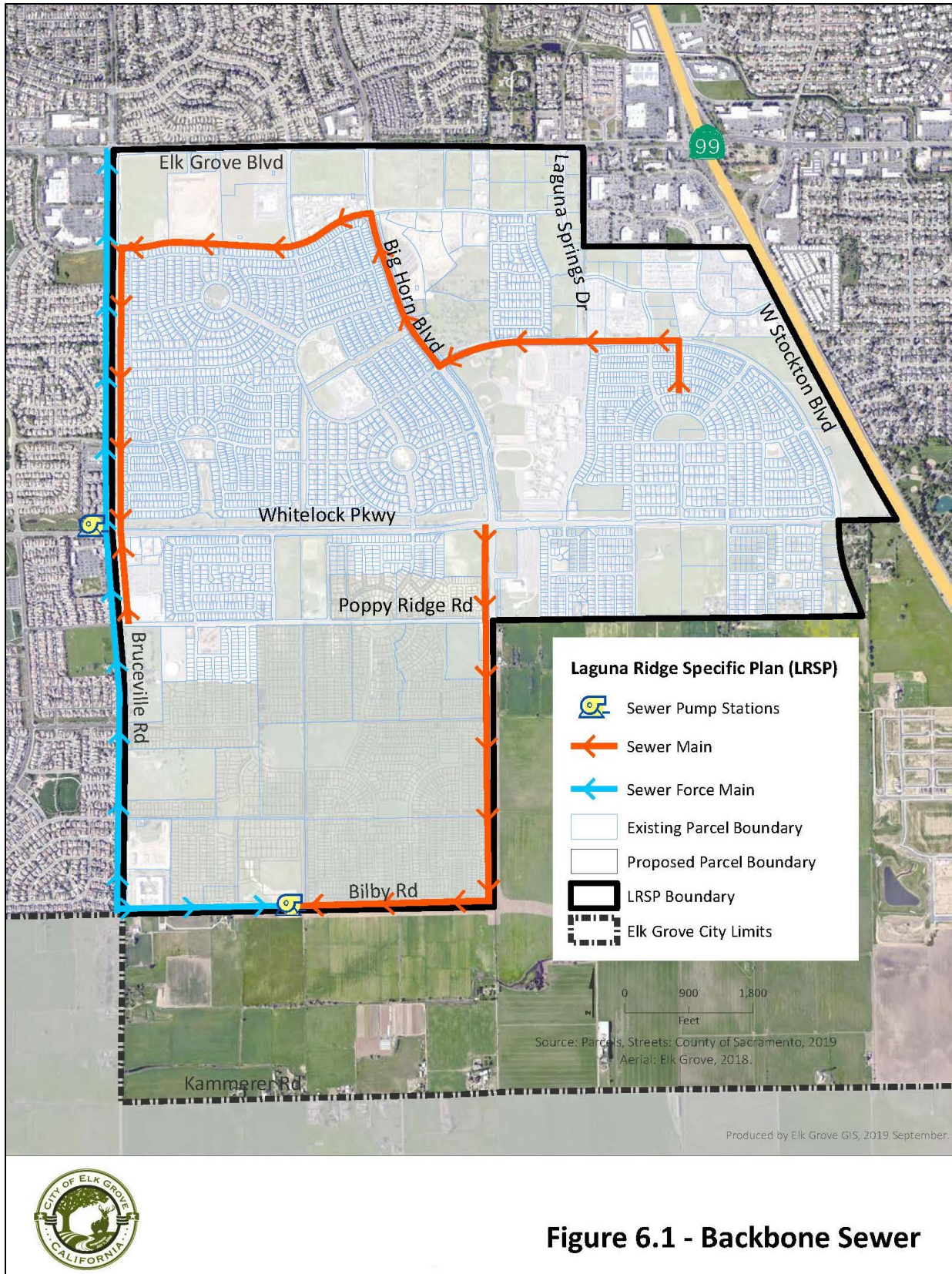
##### (B) Proposed Backbone Layout

Development within the Specific Plan will be served by a system of local and trunk sewer pipes. These pipes will connect to one of two pump stations, which will then convey flows through force main pipes under pressure to existing infrastructure north of the Plan Area. The North Sub-Shed is served by a pump station located at the corner of Whitelock Parkway and Bruceville Road. The South Sub-shed pump station is located on Bilby Road, approximately half way between Bruceville Road and Big Horn Boulevard.

The South Sub-Shed also includes the majority of the Southeast Policy Area, as well as a portion of the City's Sphere of Influence south of Bilby Road and west of Bruceville Road (referred to as Bilby Ridge). The lift station also accepts flows from the Rio Cosumnes Correction Center south of the City.

##### (C) Construction Phasing

As of 2019, both of the pump stations have been constructed and trunk facilities exist within all arterial roadways. Development will construct the remaining trunk facilities that are within subdivisions consistent with the approved sewer master plans and to the satisfaction of SASD.





### **6.1.3 Sewer Service Standards and Guidelines:**

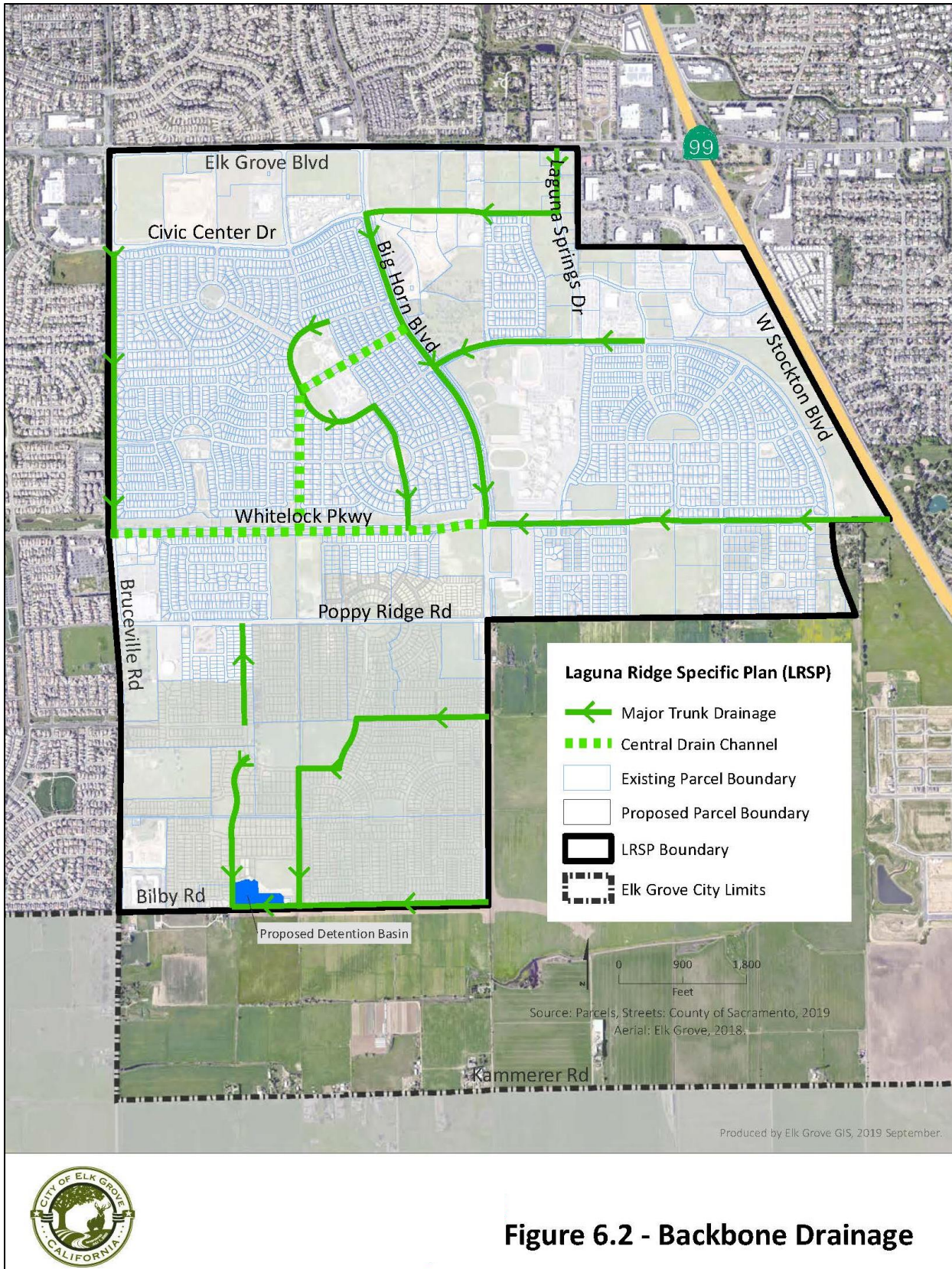
1. The City of Elk Grove General Plan Citywide policy mandates public sewer service for new residential developments of densities greater than one-half unit per acre. Consistent with this policy, the Specific Plan will be served by a public sewer system.
2. Building permits or improvement plans for proposed projects shall not be approved until an approved Sewer Study is completed and a Public Facilities/Financing Plan has been adopted for the Plan Area.
3. Construction of public trunk and collector sewers shall be required to the satisfaction of the City and SASD.
4. Development projects shall participate in the cost of constructing master infrastructure facilities. Determination of fair share costs, timing and funding mechanisms for master infrastructure facilities shall be determined through the SASD fee program.

## **6.2 DRAINAGE & HYDROLOGY**

The following section summarizes the information contained within the "*Drainage Master Plan for the LRSP*" prepared by Wood-Rodgers, the concept drainage for the southern area of Laguna Ridge, and relevant information from the Southeast Policy Area Shed C Drainage Master Plan. Information can also be found in the City's Storm Drainage Master Plan (SDMP). ***Pre-2004 Conditions and Planned Developments***

The LRSP is located within two larger sheds that continue to the west toward the Beach Stone Lakes area located west of Interstate 5. These sheds have been identified as Local Drainage Area B (northerly shed) and Local Drainage Area C (southerly shed) in the Drainage Master Plan. The boundary between these two sheds is located generally along Poppy Ridge Road. The north shed within LRSP contains approximately 1,440 acres, while the south shed includes 468 acres (LRSP portion only; does not include the Southeast Policy Area portion within Shed C).

The Laguna Ridge Plan Area is essentially flat, with an average slope across the Plan Area of approximately 0.15 percent. On-site elevations range from 43 feet above mean sea level (msl) near Highway 99 to 27 feet msl near Bruceville Road, and surface flows move in roughly an east-to-west fashion. Most of the natural drainage courses in the area have been altered by agricultural activities, and surface water flows are directed into agricultural and roadside ditches.



**Figure 6.2 - Backbone Drainage**



### **6.2.2 Drainage System Overview**

The Drainage Master Plan for the LRSP has been designed to redirect storm water runoff in the northerly shed toward the proposed Central Drainage Channel located north of Whitelock Parkway (within the Laguna Ridge Grand Parkway). Storm flows will be directed from north to south to this channel before continuing west. This Central Drainage Channel will provide an open channel that connects from LRSP in the east to the East Franklin central drainage channel (Franklin Creek). Runoff in the southerly shed will be directed toward Bilby Road and will ultimately outfall to the south into the Shed C channel. A water quality and detention basin is proposed adjacent to the outfall to mitigate post development flows.

Several options were explored for drainage facilities east of Big Horn Boulevard. One option was an open channel connecting across the entire Laguna Ridge Plan Area on the north side of Whitelock Parkway, running straight from Bruceville Road to Highway 99. The second option considered piping the storm flows east of Big Horn Boulevard internalizing them within drain pipe(s) and thereby eliminate the open channels adjacent to the proposed High School & Middle School Site, however an overland release path will be maintained within the landscaped Laguna South Parkway that is adjacent to the north side of Whitelock Parkway. Ultimately, the second option was selected for this area and the piped infrastructure has been constructed.

### **6.2.3 Water Quality and Detention Facilities**

In the southern shed, the City requires that the developments in this area attenuate their flows to existing pre-development levels to minimize downstream impacts. Three other plan areas (Lent Ranch, Southpointe (Sterling Meadows), and the Southeast Policy Area) are also within the South Shed. Each plan area has been analyzed and coordinated master plans prepared.

It is anticipated that the open channel drainage systems will provide the necessary water quality benefits, since they will be landscaped with grasses and other plant materials, and water velocities are very low due to the flatness of the Plan Area.

### **6.2.3 Drainage Standards and Guidelines:**

1. The LRSP shall utilize and expand the existing drainage system as the LRSP area develops.
2. Where detention facilities are required, they shall be designed to ensure that the peak post development flows are attenuated to the pre-development peak flow.

## **6.3 WATER**

The following section summarizes the information contained within the "*Laguna Ridge Specific Plan Area Water Study*" prepared by Wood-Rodgers. This document is part of the technical studies on file prepared in support of the Specific Plan and EIR. This water study was prepared to be consistent with General Plan policies and was reviewed and approved by the appropriate agencies. It analyzed two scenarios for water supply: solely groundwater, and the combined use of groundwater and surface water. Combined use is the preferred scenario. The LRSP also proposes a recycled water system, as discussed in section 6.4, to provide irrigation water for landscaped areas. Such conjunctive use and conservation strategies will provide for reliable and sustainable supplies.

The Laguna Ridge Plan Area is within the Sacramento County Water Agency (SCWA). SCWA will own and operate all water production, transmission, storage, and distribution facilities providing service to users located within the Plan Area. Adjoining development is also served by SCWA.

### **6.3.1 Pre-2004 Existing Conditions**

Prior to development of the Plan Area, limited water service was in place. There was an existing 18-inch water line in Bruceville Road and a 14-inch line in Elk Grove Boulevard. Private wells, located on the site, also pumped groundwater for agricultural and residential uses.

### **6.3.2 Water Supply**

Water supply issues are a primary concern of the SCWA, and the agency is actively involved in acquiring and developing new water supply sources. In order to effectively manage local groundwater use, SCWA authorized several studies with the purpose of quantifying safe yields of aquifers within the region and to determine the feasibility of importing surface water to areas now experiencing declining groundwater levels.

SCWA is actively negotiating with SMUD, the U.S. Bureau of Reclamation (USBR), and the City of Sacramento to secure supplemental surface water supply sources, and tentative agreements have been formulated with these parties. In April 1999, SCWA entered into a long-term water supply contract with the USBR for 15,000 afy of Central Valley Project water, which will be wheeled to Zone 40. It is anticipated that SCWA will be the lead agency for securing future surface water supply sources.

The 1987 Water Supply Master Plan identified the safe yield for groundwater extraction within the Zone 40 area. This safe yield has not been exceeded based on the supply identified in the 1993 Sacramento County Phase 1 Groundwater Study. SCWA is committed to monitoring the 1987 Master Plan and to updating the necessary elements to reflect changing conditions within the Zone 40 service area.

The Water Study prepared by Wood-Rodgers addresses both surface water quantity and quality and identifies the infrastructure needed to supply the Plan Area with surface water.

The Plan Area will be served by wells until an adequate source of surface water is secured, developed and delivered to the Plan Area. The water agencies indicate that with proper management, there is adequate water supply to serve LRSP. Groundwater extracted from the proposed wells within the Plan Area will require treatment. Figure 6-3 *Backbone Water Plan* identifies the potential well sites and treatment facilities. The water storage and transmission system will initially be fed entirely by wells, but are designed for the inclusion of future surface water deliveries. While not currently proposed, the SCWA has indicated that if necessary in the future, some of the proposed wells may be "injection" wells, allowing water to be recharged into the aquifer during surplus periods, thereby allowing the opportunity to replenish the groundwater supply.

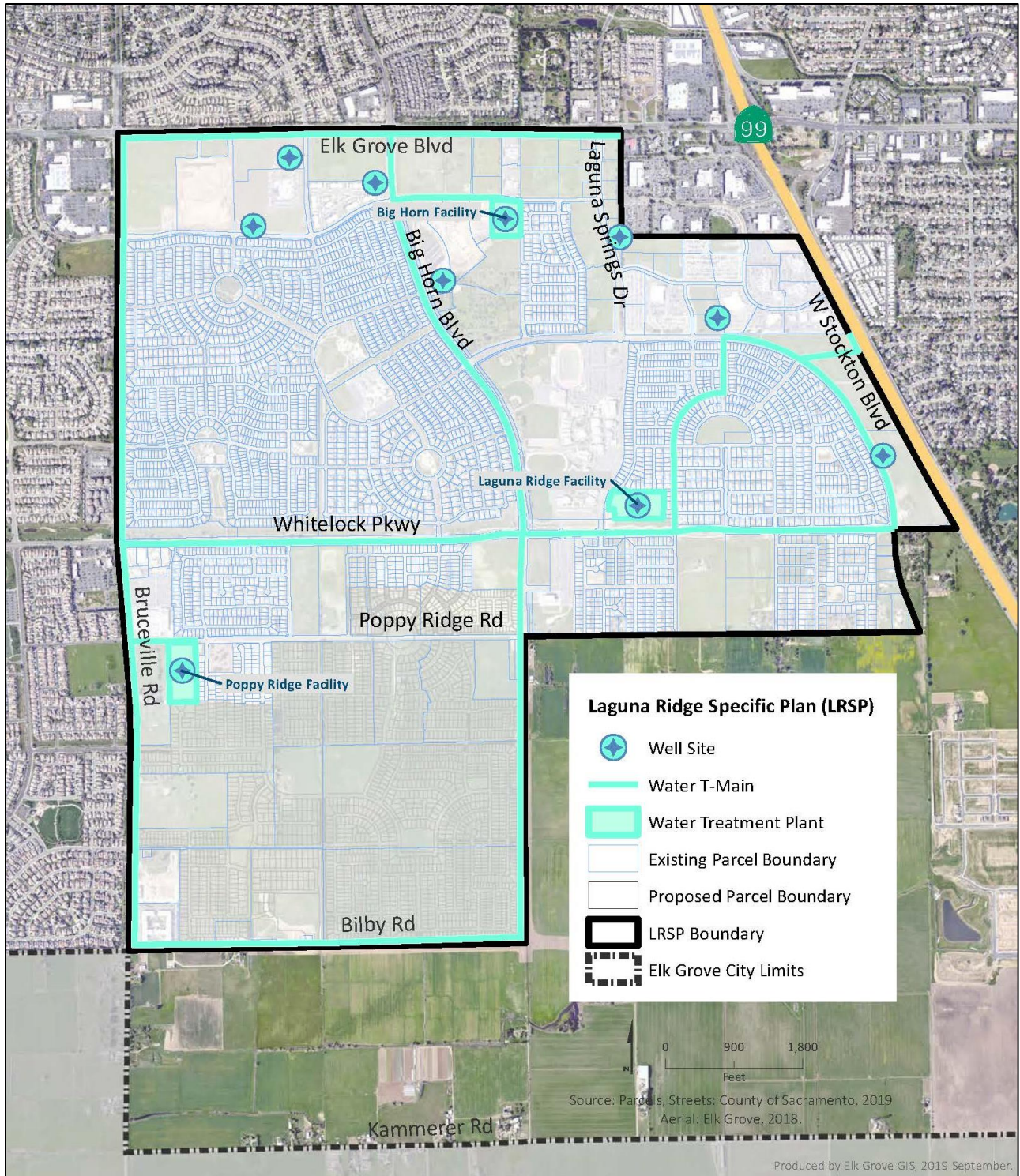
### **6.3.3 Planned Improvements**

Figure 6-3 *Backbone Water Plan* identifies three water storage and treatment sites. The first site has been located on a 6.0-acre property southeast of the intersection of Poppy Ridge Road and Bruceville Road. The second site is located north of Whitelock Parkway in the eastern part of the Plan Area. A third water treatment site is east of the intersection of Big Horn Boulevard and Civic Center Drive. These sites have been positioned in coordination with SCWA's overall master plan for the Elk Grove area.

These proposed storage and treatment sites will include reservoirs with an ultimate storage capacity of 3.5 million gallons, a booster pump with a capacity of 13,800 gpm, and water treatment facilities. In conjunction with each of these sites six deep wells are proposed to provide groundwater. One well will be located on-site, and the other five wells will be dispersed away from the site to provide a reliable supply of

groundwater. A total of eighteen wells are proposed. The well locations will be determined up submittal of subsequent development applications such as Tentative Subdivision Maps.

The water distribution system (as illustrated by Figure 6-3) proposes a network of water mains following proposed arterial roadways. These mains include 16-inch, 18-inch, 20-inch, and 24-inch lines that at build-out will provide a well-connected, looped system. These lines have been sized according to the Cybernet Water Modeling prepared for the Water Study, but sizing may be adjusted slightly as more detailed engineering plans are prepared. This system was designed in coordination with the EFSP Water Study and potential off-site connections are shown. Within each sub-area of the LRSP, a system of 12-inch water lines will provide service. The final configuration and sizing of these lines will be determined with the submittal of subsequent development applications and engineering improvement plans.



**Figure 6.3 - Backbone Water**

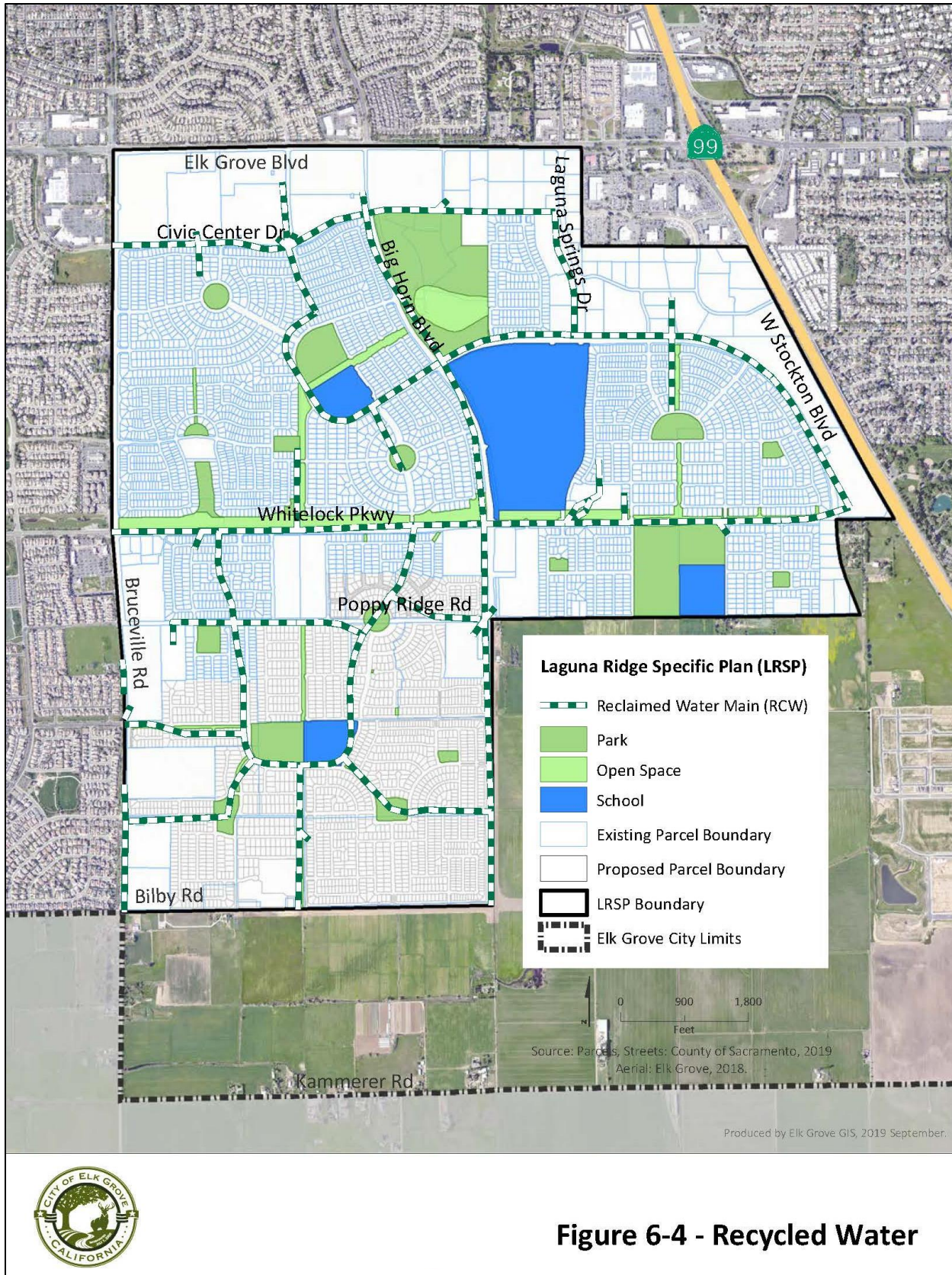
### 6.3.4 Water Service Standards and Guidelines:

1. The City of Elk Grove requires new residential subdivisions (2-acre lot size, or higher densities) to be served by a public water system. The design of this system shall operate to meet all the criteria established by SCWA. The criteria includes the following:
  - Minimal residual system pressure is greater than 40 psi.
  - Fire flows must be provided with a minimum residual pressure of 20 psi or greater under maximum day scenario.
  - The maximum system pressure shall be 90 psi.
  - Total head loss per 1,000 lf of pipeline shall not exceed 5.0 feet.
  - The current system cannot meet these requirements. To address this deficiency, the plan includes a strategy that includes constructing three storage/treatment facilities and up to eighteen new wells.
  
1. Prior to obtaining Tentative Subdivision, Parcel Map or Development Plan approvals, the proponent shall be required to demonstrate the adequate quantity and quality of water consistent with the Elk Grove General Plan. Well sites shall be identified by SCWA.
2. Groundwater shall be used to meet the demands until a surface water supply is secured and developed. Groundwater shall be obtained from wells located within one of the well fields with the project area.
3. In the ultimate build-out condition a mixture of ground and surface water shall be used to provide water to the site, as developed by the appropriate water agencies.
4. The SCWA shall develop reservoirs to serve the site and these reservoirs shall be strategically located to maintain system pressures. Development fees will provide funding for water facilities.

## 6.4 RECYCLED WATER

A recycled water system is included as a component of the water supply and water management strategy. The recycled water system is an extension of the existing system within East Franklin. To provide service, a recycled water line will be extended from the Sacramento Regional Wastewater Treatment Plant to the south approximately 2 miles along either the Western Pacific Railroad right-of-way or Franklin Boulevard to the East Franklin area. A water storage tank and booster pump will be constructed at a site near the intersection of Franklin Boulevard and Whitelock Parkway. From this site, a line extends approximately 2 miles to the east along Whitelock Parkway to provide a connection to the LRSP at the intersection of Whitelock Parkway and Bruceville Road. From this point the recycled water system will extend through the Laguna Ridge Plan Area along Whitelock Parkway, with connections up Big Horn Boulevard and up Lotz Parkway as depicted by Figure 6-4 *Recycled Water Plan*. A loop is provided back to East Franklin 1,300 feet south of Elk Grove Boulevard on Bruceville Road. To serve the northern portion of the LRSP Plan Area, a storage tank and booster pump will be constructed at the Laguna Ridge WTP Facility.

For areas south of Whitelock Parkway and within the LRSP Plan Area, the system has been designed concurrently with the recycled system in the Southeast Policy Area. This area will be served by a storage tank and booster pump located just south of the intersection of Bilby Road and Big Horn Boulevard.



**Figure 6-4 - Recycled Water**



The object is to make recycled water available for the irrigation of active recreational areas, landscaped corridors, and multifamily and commercial property on-site landscaping. The final alignment and sizing of pipelines will be determined upon the submittal of more detailed development applications and engineering improvement plans. The cost to install this recycled water system is included in existing SCWA fee programs.

The use of recycled water for irrigation of landscape areas is dependent upon a number of factors including the cost of this water in comparison to potable water supplies, the availability of a consistent supply, and the requirement of its use by local agencies. To offset the additional cost of installing irrigation systems to meet the state mandated recycled water requirements, the cost of recycled water is typically priced less than potable supplies, thereby encouraging its use.

#### **6.4.1 Recycled Water Standards and Guidelines:**

1. Irrigation systems for landscape corridors adjacent to arterial roads, and adjacent to residential development and parks, should be designed to include the use of recycled water or allow for the conversion to recycled water once it becomes available.

### **6.5 DRY UTILITIES**

The following section describes the existing public or "dry" utilities in the vicinity of the Plan Area, including electricity, natural gas, and telecommunications (i.e. telephone and cable), and lists guidelines and standards. Each of the utility service providers listed has indicated that adequate infrastructure exists or can be readily extended to serve the Plan Area.

#### **6.5.1 ELECTRICAL POWER**

Sacramento Municipal Utility District (SMUD) currently operates overhead 69 kilovolt (kV) power lines along the north side of Elk Grove Boulevard, along Kammerer Road, and along West Stockton Boulevard. A new 69 kv line will be installed along Bruceville Road to a sub-station located near the intersection of Whitelock Parkway and Bruceville Road. An additional line will be constructed along Whitelock Parkway, connecting the Bruceville and West Stockton lines. New substations will be constructed along Whitelock Parkway (near the high school/middle school complex) and near the intersection of Bilby Road and Big Horn Boulevard within the Southeast Policy Area. These lines will provide electricity service to the Plan Area. Additional lines will be installed by SMUD as demand requires.

#### **6.5.2 NATURAL GAS**

Natural gas is available from PG&E in the Plan Area and extension of facilities may be initiated upon completion and execution of line extension agreements. However, as with electrical service, the appropriate land use plans, zoning, and phasing exhibits must be submitted to PG&E in order for PG&E to obtain the expected loading requirements and initiate the planning and design process.

#### **6.5.3 TELECOMMUNICATIONS**

Frontier Communications is the local telephone exchange provider for the City. The company maintains telephone lines along Bruceville Road, Bilby Road, Poppy Ridge Road, and other corridors as necessary. These lines currently provide service to development within the Plan Area.

Other service providers, including Comcast, AT&T, and Consolidated Communications, provide telecommunication services within the Plan Area. With the development of the Plan Area, these utilities would be installed in new joint trench facilities along roadways.

**6.5.1.1 Dry Utility Guidelines and Standards**

1. Tentative Subdivision Maps and Development Plans shall be submitted by the City to the appropriate utilities to confirm the location and availability of service.
2. Builders shall coordinate with utility providers regarding precise design requirements upon the preparation of improvement plans.
3. Telecommunication services shall be provided to every home within the Plan Area, enhancing the opportunity for tele-commuting and home occupations, and thereby reducing the impacts on the transportation system and air quality.
4. All new electrical (less than 69 kV) and telecommunication services shall be installed underground.
5. Undergrounding of existing overhead facilities is required to the extent consistent with 4 above.
6. The service standards for utility providers are established and administered by the California Public Utilities Commission.
7. New development shall construct additional joint trench conduits for City telecommunication and City infrastructure as determined by the City.

## 7.0 Resource Management

The Resource Management Chapter provides a discussion of sensitive environmental issues such as water quality and erosion, special status species, wetlands, air quality, and noise.

With a development project of this scale impacts are unavoidable; however, the LRSP has been designed to conserve natural resources and mitigate, to the extent possible, the impacts associated with development of the Plan Area. Different chapters within this document discuss proposed systems and provide diagrams, policies, guidelines, and standards that have been tempered in response to the complex objective of minimizing negative effects on air quality, water quality, energy demand, and natural and historic resources, while allowing development of the Plan Area. The Laguna Ridge Specific Plan EIR provides a full review of environmental impacts and lists mitigation measures to reduce impacts.

### 7.1 SOILS, AGRICULTURAL LAND LOSS AND EROSION CONTROL

Pre-2004 uses within the LRSP Plan Area consist of non-irrigated grazing, irrigated pastures and farming, hay fields, dairy operations, and rural residential homes. Much of the Plan Area is regularly disked in conjunction with these agricultural activities. The topography within the Plan Area is essentially flat ranging from 0% to 3% slopes.

#### 7.1.1 Soils

The "*Preliminary Geotechnical Engineering Overview*" prepared by Wallace Kuhl & Associates identified the soils within the Plan Area as generally silty or sandy loams over a cemented clay hardpan layer. The San Joaquin silty loam is located on approximately 80% of the Plan Area and typically consists of a brown silt loam to a depth of approximately 23 inches, a 5-inch subsoil layer of a yellowish red clay loam claypan that is underlain by an indurated hard pan layer approximately 26 inches thick, and a substratum of yellowish brown loam.

The Soil Survey of Sacramento County, California rates some of the soils with high clay contents as having moderate to high shrink-swell characteristics. The shallow depth to cemented soil strata results in poor permeability properties. For construction of buildings and roads, the high shrink-swell potential and low bearing strength of the subsoil present some design limitations, which may require special design modifications.

#### 7.1.2 Agricultural Land Loss

The main limitation for crops on the site is the depth of the clay pan and hardpan layers, which reduces the yield of deep-rooted crops. Soils and agricultural operations in the Laguna Ridge Plan Area are generally considered to be marginal. The project will ultimately convert of 52.8 acres of Prime Farmland, 1,545.9 acres of Farmland of Statewide Importance, 51.0 acres of Unique Farmland, and 171.0 acres of Farmland of Local Importance to urban uses (as determined in 2004).

The City's General Plan discusses agricultural land loss and requires mitigation for the loss of qualified agricultural lands at a ratio of one acre of mitigation for one acres of loss (1:1).

The City's General Plan does not require buffers to adjacent agricultural operations when those operations are planned to be phased out when owners/farmers desire. The Land Use Plan locates roadways and landscape corridors to provide separation between urban and agricultural uses on a near-term basis. For example, Poppy Ridge Road is designated as a collector residential street and will provide separation from

the small rural residential and agricultural uses south of this road until such time as lands to the south develop.

#### **7.1.4 Soil, Erosion Control and Agricultural Guidelines and Standards**

1. The City of Elk Grove may require a detailed Geotechnical/Soil Study concurrent with the submittal of improvement plans, until an adequate database of studies for the Plan Area exists. This study should list any special erosion control standards, building or roadway requirements, and drainage limitations regarding landscape materials.
2. During construction, the soil may erode, either through wind or water. Each development project within the Plan Area shall use Best Management Practices (BMPs) to reduce the total level of soil erosion. These practices may include but are not limited to: watering during grading operations to control dust; grading areas flat enough to limit run-off, covering slope banks upon completion of construction with a straw mulch or hydroseeding; silt fencing, and placing straw bales to slow and filter run-off.
3. Roadways, landscape corridors, and masonry walls will be installed as noted by the Circulation Plan to provide separation from adjacent agricultural uses on a near-term basis.

## **7.2 WATER QUALITY**

Water quality concerns primarily focus on the effects of contaminated urban runoff on the natural drainages. The Environmental Protection Agency (EPA) has rules on stormwater discharge for construction activities and new uses pursuant to the National Pollutant and Discharge Elimination System (NPDES).

A secondary focus is any potential seepage of contaminants into the ground water table. As of 2004, there were a number of existing wastewater producers within the Plan Area including rural residential homes utilizing septic systems and dairy operations. The estimated water table depth of 95 feet below the ground surface, and the relatively impermeable "hardpan" soils minimize the potential impact from these existing uses.

The LRSP "backbone" drainage system (for areas north of Poppy Ridge Road) includes a grass-lined drainage channel that connects from Big Horn Boulevard to Bruceville Road near the center of the project. Future underground storm drainage systems installed with the construction of subdivisions will direct run-off toward this grass-lined channel. The flat gradient of this channel and the proposed landscaping materials will serve to filter run-off. This grass-lined drainage channel continues to the west through the East Franklin Specific Plan and eventually the Stonelake area.

A water quality and detention pond is proposed at the southern edge of the LRSP just north of Bilby Road to serve the southerly shed (areas generally south of Poppy Ridge Road). As in the northern shed, subdivisions will be designed to convey water to this basin. The flat gradient of the basin and landscaping materials will serve to filter run-off.

#### **7.2.1 Water Quality Standards and Guidelines**

1. New development will be required install on-site sanitary sewer systems and will be required to connect to off-site sanitary sewer systems as soon as off-site facilities are available.
2. The NPDES requirements will be applied to new developments, and Best Management Practices (BMP) shall be required to minimize pollutant runoff during a storm occurrence.

The BMPs available for use on project sites during construction activities to decrease stormwater discharge include both non-structural and structural measures. The non-structural measures include grading controls and "housekeeping" techniques. Typical grading controls involve timing, staging, setbacks and buffers, and restrictions on open areas. Housekeeping techniques involve limitations on material storage and disposal, soil stabilization of all roads and entrances, dust control, and mandatory site cleanup. The structural measures that qualify as BMPs include perimeter controls, diversion channels, sedimentation collection systems, and soil stabilization. Perimeter controls include such items as fencing, sand bags, and hay bales. Typical diversion channels involve dikes, channels, swales, and grass-lined drainages. Sedimentation collection systems use items such as traps, basins, and inlet protection for storm drains. Finally, soil stabilization involves the use of temporary vegetation planting, mulching, netting, paved chute structures, and pipe slope drains. Refer to the 2018 Stormwater Quality Manual (as may be amended from time to time) for more details on requirements.

### 7.3 **BIOLOGICAL RESOURCES**

City General Plan policies mirror the Federal "no net loss" policy that require development, either public or private, replace impacted or lost habitat with habitat of equal or greater value. The Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Environmental Protection Agency, and the California Department of Fish and Game establish guidelines for assessing impacts and establishing mitigation plans.

#### 7.3.1 **Vegetation**

Pre-development vegetation on the site consists of irrigated pasture and hayfields. Generally, these areas vary from relatively pure stands of grains to mixed ruderal vegetation including wild oats (*Avena* sp.), Ripgut Brome (*Bromus diandrus*), Yellow Star Thistle (*Centaurea solstitialis*), Soft Chess (*Bromus hordeaceus*), and Fitch's Tarweed (*Hemizonia fitchii*). The majority of this vegetation grows along the perimeters of on-site agricultural fields and along the existing roads, which outline the project site.

Pre-development trees found within the Plan Area were generally located along fence lines, irrigation canals, and existing roadways. Typical species included Blue Oak (*Quercus douglasii*), Valley Oak (*Quercus lobata*), Eucalyptus (*Eucalyptus* sp.), Northern California Black Walnut (*Juglans californica* var. *hindsii*), and English Walnut (*Juglans regia*). An "Arborists Survey" for the Plan Area was prepared February 5, 2001 by Foothill Associates. A total of 1,310 trees were inventoried, of which 1,294 were greater than 6-inches in diameter. Oaks comprised 67% of the total, and Eucalyptus accounted for 15% of the total. Some tree removal is inevitable with the construction of roadways and infrastructure; removal will be managed through the City's tree protection regulations in Chapter 19.12 of the EGMC.

Open water canals onsite were bordered by riparian vegetation. Dominant species found in these areas included woody riparian vegetation and some wetland herbaceous species. Woody species included Fremont's Cottonwood (*Populus fremontii*), Arroyo Willow (*Salix lasiolepis*), and Valley Oak. Poison Oak (*Toxicodendron diversilobum*) and Himalayan Blackberry (*Rubus discolor*) were also found in these areas. Herbaceous species found in the canal include Yellow Water Primrose (*Ludwigia peploides*) and Smartweed (*Polygonum lapathifolium*).

No special status plant species were observed during site surveys. For more detailed information, please refer to the "Biological Resources Assessment and Preliminary Wetland Delineation prepared by Foothill Association April 4, 2002.

### 7.3.2 Wetlands

Wetlands are generally identified and located by three criteria: hydrophytic vegetation, wetland hydrology, and hydric soils. Jurisdictional waters may also be defined by exhibiting a clearly defined bed and bank and ordinary high-water mark.

Federal and State permits have been issued for several development projects across the Plan Area. As jurisdictional delineations are prepared and verified, other sites may also require permits.

### 7.3.3 Special-Status Species

A preliminary survey for special-status species surveys was conducted for the Plan Area prior to 2004. Special-status species observed within the plan area include:

#### Swainson's Hawk

Three Swainson's hawks were observed foraging and roosting within the Plan Area; and nesting habitat is available onsite. Loss of Swainson's hawk foraging habitat within 10 miles of an active nest with fledglings may be subject to CEQA or local agency mitigation requirements and is discussed by the LRSP EIR.

#### Giant Garter Snake

The giant garter snake has not been observed within the Plan Area. However, the on-site irrigation ditches and canals constitute potential habitat for this species.

#### Raptors

Two raptor nests were observed on the site. Active raptor nesting sites are protected by the Migratory Bird Treaty Act; additionally, removal or destruction of active raptor nesting sites is considered a violation of California Fish and Game Code (Section 3503.5).

### 7.3.4 Biological Resource Guidelines and Standards

1. Existing trees for a particular site shall be precisely field located in accordance with the City's Tree Preservation and Protection regulations (EGMC 19.12) at the time Tentative Subdivision Maps or development plans are prepared, so that potential tree impacts may be fully evaluated and appropriate mitigations can be considered.
2. The City may require additional Biological Surveys to augment information gathered for participating property owners. Such surveys shall be required for non-participating properties. Surveys should delineate any existing wetland features and identify any sensitive species observed on-site.
3. A pre-construction raptor survey shall be required if construction or removal of trees is proposed to occur during the raptor nesting season (typically February 15 to June 15).
4. A 500-foot non-disturbance buffer shall be established around occupied Swainson's hawk nests prior to the commencement of grading operations. A buffer is not required during the non-breeding season.

## 7.4 AIR QUALITY

Air quality is recognized as a significant environmental concern influencing the quality of life for all. The LRSP Land Use Plan and Circulation Plan are designed, and policies and standards have been included in

this document, to provide a balanced mix of land uses and good connectivity between properties. This will serve to reduce automobile traffic and encourage alternative transportation modes.

The urban uses anticipated in the Specific Plan area would likely impact air quality almost exclusively through vehicular traffic generated by the development. Such impacts occur on two levels. Regionally, commuting and other traffic would add to trip generation and increase the vehicle miles traveled (VMT) within the local airshed. Locally, Plan Area traffic, especially at peak hours, would be added to the local roadway system traffic.

The Land Use Plan locates higher intensity land uses adjacent to arterial roadways to optimize the opportunities for alternative modes of transportation and transit connections, and to encourage ridership. Parks and schools have been located within each neighborhood to allow most residents the ability to walk to these amenities. The Land Use Plan also includes commercial uses to provide destinations for residences.

The proposed circulation system will provide a high degree of connectivity between land uses encourage alternative modes of transportation. Class II bike lanes are proposed on all arterial and collector streets, and a Class I bike trail is located alongside the main drainage corridor within the Plan Area. The LRSP will allow for transit options based on future technologies, as well as conventional alternatives such as a bus system, linkages to major trip generator centers, dial-a-ride, shuttle buses, jitneys for inter-community trips, and an extensive bikeway system. These components of the plan will serve to reduce the Vehicle Miles Traveled (VMT) within the Plan Area.

In addition to impacts associated with development and its associated vehicular traffic, secondary impacts may result from other small emission sources. These potential sources include: dust and fumes during construction, increased fossil-fuel combustion in power plants and other energy-consuming devices, evaporative emissions, increased business air travel, dust from tire wear and suspended roadway dust. All these emission points are either temporary or they are so small in comparison to regional automotive sources that their impact would be negligible.

The land use pattern and circulation system for Laguna Ridge has been structured to reduce the category of trips which most contribute to air pollution. The greatest opportunity for reduction of air pollution from automobiles is in the reduction of the short, random trips for leisure, visiting, school and recreation.

#### **7.4.1 AQ-15 Compliance**

The City's General Plan (Policy NR-4-1 and associated standard) calls for the preparation of a management plan and implementation of specific measures from a pre-prepared list that can serve to reduce air quality impacts equal to 15 percent compared to an "unmitigated baseline project" (commonly referred to as AQ-15). This list has been reviewed and the AQ-15 measures that are appropriate to the Laguna Ridge Plan Area have been included on two tables. Table 7.1 provides a listing of the measures that will be applied to development projects within the entire Plan Area. This list shows a Total of 15.75 points and therefore satisfies the requirements of AQ-15.

Table 7.1 Summary of Proposed Specific Plan AQ-15 Measures

#	Measure/Description	Land Use Type	Maximum Point Value	Allowed Point Value
	<i>Bicycle/Pedestrian/Transit:</i>			
1	Non-residential project provide bicycle lockers and/or racks.	C	0.5	0.25
2	Provide an additional 20 percent of required Class I or Class II bicycle parking facilities.	C	0.5	0.25
4	Bicycle storage (Class I or bike lockers) at apartment complexes or condos without garages.	R	0.5	0.25
5	Entire project is located within ½ mile of an existing Class I or Class II bike lane and provides a comparable bikeway connection to that existing facility.	R, C, M	1.0	1.0
7	The project provides for pedestrian facilities and improvements such as wider sidewalks, which are increased by one foot in width. These increases would be along arterial roads where there are separated sidewalks.	R, C, M	1.0	1.0
8	Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees or customers. Provide opportunity in model home complexes to demonstrate electric vehicles.	C	0.5	0.5
	<b>Subtotal</b>			<b>3.25</b>
	<i>Parking:</i>			
14	Provide lighter colored reflective surface where parking lot areas are unshaded, at driveways, or fire lanes that reduces standard blacktop paving in these areas by 10% or more. This could be accomplished by using a lighter colored asphalt, pigment or concrete as an accent paver, or turf block.			0.5
16	Provide electric charging facilities. Run conduit into residential garages per building code: provide one charger in commercial areas if over 100 parking spaces; two chargers if over 200 parking spaces.	R, C, M	1.0	1.0
17	Provide preferential parking for carpools/vanpools.	C	0.5	0.5
18	Provide loading and unloading facilities for transit and carpool/vanpool users.	C	0.5	0.5
20	Project is located within one mile of a park and ride lot operated by a transportation agency.	R	0.5	0.2
21	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	C	0.5	0.5
	<b>Subtotal</b>			<b>3.20</b>
	<i>Residential Development:</i>			
27	Multiple and direct street routing (grid style)	R, C, M	2.5	1.5
28	Granny Flats – Have ability to do ancillary "granny units" (requires Special Development Permit but no Accessory Structure Use Permit)	R	0.5	0.5
	<b>Subtotal</b>			<b>2.0</b>



	<i>Mixed Use:</i>			
30	Mixed use-Have at least 3 of the following on site and/or within a ¼ mile: Residential, Retail, Personal Services, Open Space, Office	R, C, M	1.0	1.0
31	Neighborhood serving as focal point with parks, schools and civic uses within ¼ mile.	R, M	0.5	0.25
32	Separate, safe and convenient bicycle and pedestrian paths connecting residential, commercial and office uses.	R, C, M	2.0	2.0
33	The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between multi-family and non-residential uses that impede bicycle or pedestrian circulation.	R, C, M	1.0	1.0
	<b>Subtotal</b>			<b>4.25</b>
	<i>Building Component Measures:</i>			
41	Install lowest emitting commercially feasible fireplace	R	1.0	1.0
44	Install Energy Star labeled roof materials or equivalent	C	0.5	0.5
45	Install fiber optic wiring and connection (i.e. CAT-5)	R, C, M	0.5	0.5
46	Comply with SMUD Advantage (Tier II) energy standards.	R, C, M	0.5	0.5
	<b>Subtotal</b>			<b>2.5</b>
	<b>TOTAL POINTS</b>			<b>15.20</b>

## 7.5 WATER CONSERVATION

Water is a valuable resource that must be conserved in all aspects of design and operation of land use in the Laguna Ridge Plan Area. Water conservation is encouraged, especially through the use of drought tolerant plant materials and efficient and appropriate irrigation systems. All new residences and commercial users will be required to have water meters. New development is also subject to the City's Water Efficient Landscaping regulations, contained in EGMC Chapter 14.10, or other more stringent State regulations.

The use of reclaimed water is discussed in Chapter 6 Infrastructure. This system will be constructed to provide landscape irrigation water to the major park sites, landscape corridors located adjacent to arterial and collector roadways, and private development as applicable.

## 7.6 ENERGY CONSERVATION

The Laguna Ridge Specific Plan provides the framework for establishing a passive solar community. This involves neighborhood design which incorporates primarily an east-west street pattern, allowing the greatest amount of building frontage to be located on the north and south sides.

Energy-saving landscaping requirements around buildings and in parking lots will reduce solar gain in summer and allow solar gain in winter. Plant material selection will also take into consideration water saving requirements.

As of 2020, the State building requirements obligate new residential construction to provide on-site solar facilities. Additionally, new non-residential development must provide structural capacity for on-building solar installations.

## **7.7 CULTURAL RESOURCES**

A "Cultural Resources Survey" was prepared for Plan Area. The pre-2204 existing homes and building complexes within the Plan Area have been researched and do not appear to be important resources under California Environmental Quality Act (CEQA) criteria. No building is associated with an event or person of recognized significance in California or American history. It is unlikely that the Plan will have any impact on important cultural resources.

### **7.7.1 Cultural Resource Standards and Guidelines**

1. If, during development of specific projects within the Specific Plan area, any artifacts or unusual amounts of stones, bones, or shells are uncovered, an archeologist shall be consulted for an on-the-spot evaluation.

## **7.8 PARTICIPATING PROPERTY OWNERS**

The Laguna Ridge Specific Plan EIR, prepared detailed site-specific studies for participating property owners. Lands of non-participating owners will require additional studies, including Phase 1's and cultural resources. Figure 7.1 identifies "non-participating properties" that are subject to this requirement.

## **7.9 EIR MITIGATION MONITORING AND REPORTING PLAN**

The City has prepared a MMRP (Mitigation Monitoring and Reporting Program) pursuant to CEQA, to ensure that mitigation measures listed by the EIR are adequately addressed. All development within the Plan Area is subject to this MMRP.

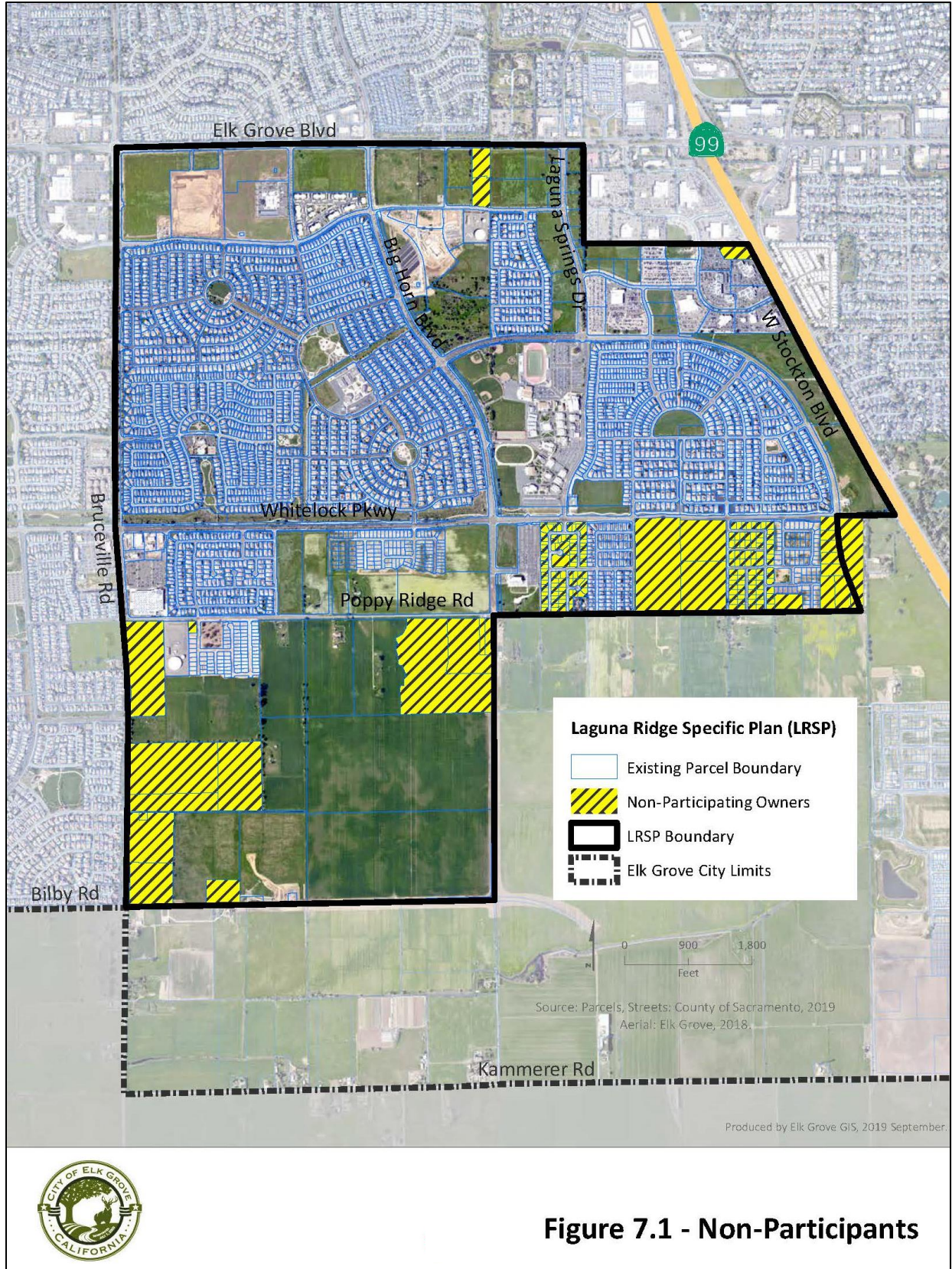


Figure 7.1 - Non-Participants

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## 8.0 Phasing & Financing

This chapter of Specific Plan summarizes the phasing for future development and financing programs available to new development implementing the Specific Plan. A series of “phasing areas” are described, which generally relate to the sequencing of infrastructure that has and will continue to occur. The financing strategy employed by the LRSP will utilize existing fee programs, private funding, reimbursement agreements, and land secured financing in the form of a City-administered Community Facilities District.

### 8.1 PHASING PLAN

#### 8.1.1 Overview of Phasing Plan

The Laguna Ridge Specific Plan provides for a comprehensively planned infrastructure system that coordinates the phasing and construction of facilities so that each phase of development provides the necessary infrastructure and facilities needed to meet the demands of this new development. The Specific Plan is the implementation of the City of Elk Grove’s desire and requirements that new development provides all infrastructure and public facilities needed to offset its impacts on the community. The Specific Plan proposes to phase improvements in a manner that is based on a sound fiscal approach while ensuring infrastructure will be available concurrent with demands of this new development.

Figure 8-1 identifies five phases for the Plan Area. The phasing is not intended to be a restriction on future development or a guarantee that a certain amount of development can proceed. Development within the Specific Plan will be allowed to proceed provided sufficient infrastructure is available to offset the demands of new development consistent with the City’s and other agency’s development requirements and as described herein and in the General Plan.

A set of Guiding Principles is listed that define the “rules” regarding the funding and construction of infrastructure and the phasing of development within the Specific Plan. These rules will be applied in determining required infrastructure improvements for each project or tentative subdivision map as it is processed and approved by the City. Based upon the number of tentative maps being processed at a given point in time, the City at its sole discretion may consider multiple maps for the purpose of defining and requiring needed infrastructure. The City may require improvements not specifically indicated in this Specific Plan for a given project as necessary to ensure infrastructure is provided concurrent with demands of future development and consistency with the General Plan.

Backbone infrastructure maps have been prepared for each component of infrastructure required to support the development of the Specific Plan (e.g. roadways, sewer, water and drainage.) **Figure 4-1** illustrates the circulation improvements. **Table 8-1** describes the backbone roadways by phase area, along with a list of off-site infrastructure required to serve the Plan Area. **Figure 6-1** illustrates the Backbone Sewer system, **Figure 6-2** illustrates the Backbone Drainage system, and **Figure 6-3** illustrates the Backbone Water System.

Depending upon the sequence of individual properties, some projects may require the completion of off-site improvements. Where a project is required to install off-site improvements for which the developer is unable to obtain the necessary land interest, the City will work with the developer to identify a suitable alternative to installing those improvements and pursue adoption of revised conditions of approval for the project, if applicable. If no suitable alternative to installing the improvements is identified and:

- The improvements are required by a tentative map condition, the City shall initiate condemnation proceedings, at the Subdivider’s expense, pursuant to Government Code Section 66462.5.

- The improvements are not required by a tentative map condition, the City may initiate condemnation proceedings, at the developer's request and expense, once it is satisfied that the developer has made a good faith offer to the owner(s) of the property to be acquired in an amount not less than the property's appraised value.

### **8.1.2 Rate of Development**

In 2004 this Specific Plan included a limitation on the number of single-family residential building permits that could be issued in any given year. That rate was a maximum of 1,200 dwelling units. The provisions of the Specific Plan allowed the unused portion of this limit to roll forward into the subsequent years. For example, if in year one only 500 building permits were issued year two would have a maximum allowed permit issuance of 1,900 building permits ( $1,200 - 500 = 700$ ;  $700 + 1,200 = 1,900$ ). However, as a result of economic conditions between 2007 and 2009 and the following years of limited building activity, sufficient unit capacity has developed such that this limit on the rate of residential development is no longer applicable. Therefore, the limitation on single-family residential building permits has been removed.

### **8.1.3 Location of Development**

The location of development within the Laguna Ridge Specific Plan shall be consistent with Figure 8.1, defining the location of growth within the Specific Plan. No building permits may be issued in Phase II for low and medium density ranges from RD4 to RD10 (<15.1 units per acre) until such time as all required circulation improvements have been substantially completed as defined by Principle 13 below as determined by the City to serve the requirements of the High School / Middle School and Phase II of the Specific Plan. Building permits will be issued in any other area of the Specific Plan may be issued in conjunction with or subsequent to the completion of necessary infrastructure improvements as defined in the Guiding Principles.

### **8.1.4 Guiding Principles for Phasing of Infrastructure and Public Facilities**

The timing of all development within the LRSP shall be consistent with the following principles contained herein and will be incorporated as Conditions of Approval for subsequent projects as applicable:

1. Backbone public facilities and infrastructure improvements shall be installed concurrent with projected development demands for both on-site (within the Specific Plan area) and off-site (outside the physical boundaries of the Specific Plan area) to meet the City's and/or other agency infrastructure standards.
2. All infrastructure required of a specific project shall be constructed to the satisfaction of the City and consistent with General Plan policies prior to building permit issuance within the project area.
3. The City shall require project applicants (including applicants for individual final map phases) to fund and/or perform analysis when needed to ensure that adequate infrastructure is in place prior to the demands of the proposed development.
4. No tentative subdivision maps or building permits for projects not requiring tentative subdivision maps shall be approved within the Laguna Ridge Specific Plan until such time as all off-site infrastructure thresholds have been identified and the Financing Plan has been prepared and approved by the City.

5. As required by General Plan policies, no final maps or building permits for projects not requiring subdivision maps shall be approved until finance mechanisms are in place to ensure funding will be available to deliver required infrastructure concurrent with the demands of development.
6. Prior to the approval of a Final Map, or building permits for residential projects not requiring subdivision maps, the subject property shall be included in a Community Facilities District that provides for additional on-going police services costs.
7. Prior to the approval of a Final Map or building permits for projects not requiring subdivision maps, the subject property shall be included in a Benefit Assessment District or Community Facilities District that provides for on-going street maintenance costs.
8. Prior to or concurrent with approval of any Final Map or Improvement Plan or issuance of any Building Permit, the subject property shall deliver to the City executed right-of-way dedication documents for arterial and thoroughfare right-of-way, along with any other dedications needed for the adjacent roadway corridor, including but not limited to dedications for public landscape, pedestrian, and public utility purposes within the subject property.
9. Prior to or concurrent with approval of development by a non-participating property owner, that non-participating property owner as shown on the Land Use Plan shall deliver to the City executed dedication documents for arterial and thoroughfare right-of-way along with any other dedications needed for the adjacent roadway corridor, including but not limited to dedications for public landscape, pedestrian, and public utility purposes within the subject property.
10. All dedications shall be of a form approved by the City, including but not limited to grant deeds, easements, Irrevocable Offers of Dedication, or other approved instruments. The type and form of the dedication shall be at the sole discretion of the City.
11. All parklands, paseos, and other open space shall be dedicated to the City and the Cosumnes Community Services District as appropriate and determined by the City and CCSD. All drainage facilities and publicly maintained roadside landscape corridors shall be dedicated to the City.
12. All roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connection from intersection to intersection, to provide safe and adequate access with each phase of development as conditioned with the approval of tentative maps. Major arterial/thoroughfare loops shall be completed as directed by the City.
13. Roadways shall consist of the full section from curb to curb, streetlights, sidewalks, and median landscaping where applicable. Phased construction of roadways, sidewalks, and other measures may be allowed at the discretion of the City. Roadside landscaping (and walls where required) shall be installed concurrent with adjacent development consistent with project phasing. The City may allow the design and construction of portions of arterial or thoroughfare roadways to be deferred where capacity associated with such portions is not immediately needed to meet roadway performance targets set forth in the General Plan. If the deferral involves improvements within or adjacent to a development

and the improvements are not eligible under the Elk Grove Roadway Fee Program, the City will require the developer to make an in-lieu payment pursuant to Chapter 12.03 of the City's Municipal Code or establish and/or participate in a finance mechanism acceptable to the City to fund the deferred improvements.

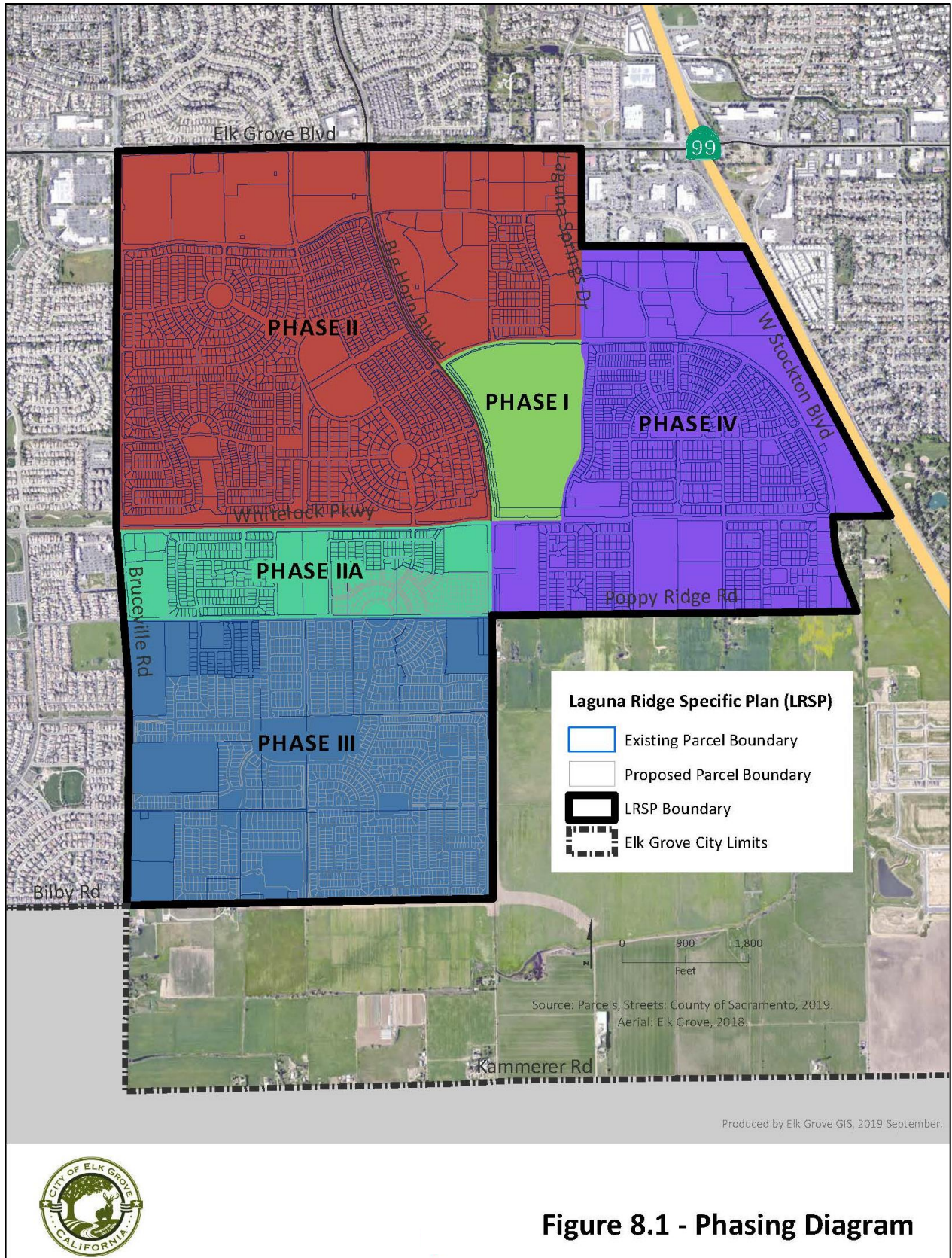
14. Each phase of a project or tentative subdivision map shall include a collector and/or local street system that provides at least two points of access to arterial and/or thoroughfare streets, to the satisfaction of the City, unless the street system serves forty residential units or fewer, in which case the City may allow a single point of access to be provided. See EGMC Chapter 22.110.
15. Underground sewer, water, and drainage facilities, and transportation-related electrical facilities within roadways shall be installed to the ultimate planned capacity as part of required road construction.
16. Prior to the approval of a Final Map or building permits for projects not requiring subdivision maps, the subject property shall be included in a financing district or establish a financing mechanism to provide adequate funding for the annual operation and maintenance costs of street lights, drainageways, landscaping corridors, open space, parks, and other public spaces and facilities.



**Table 8-1: Required On- and Off-Site Backbone Circulation Infrastructure**

<b>Phase</b>	<b>On-Site</b>
Phases I/II/IIA	<ol style="list-style-type: none"> <li>1. <i>Elk Grove Blvd from Bruceville to East Project Boundary</i></li> <li>2. <i>Bruceville from Elk Grove Blvd. to Whitelock Parkway</i></li> <li>3. <i>Whitelock Parkway from Bruceville to Big Horn Blvd.</i></li> <li>4. <i>Big Horn from Elk Grove Blvd. to Whitelock Parkway</i></li> <li>5. <i>Laguna Springs from Elk Grove Blvd to Lotz Parkway</i></li> <li>6. <i>Lotz Parkway from Big Horn to Laguna Springs</i></li> </ol>
Phase III	<ol style="list-style-type: none"> <li>1. Bruceville from Whitelock Parkway to Bilby Road</li> <li>2. Big Horn from Whitelock Parkway to Bilby</li> <li>3. Bilby from Bruceville to Big Horn</li> </ol>
Phase IV	<ol style="list-style-type: none"> <li>1. Lotz Parkway from Laguna Springs to Whitelock Parkway</li> <li>2. W. Stockton Blvd. from the Auto Mall to Lotz Parkway (or with adjacent commercial development, whichever occurs first)</li> <li>3. <i>Whitelock Parkway from Big Horn Blvd. to Lotz Parkway</i></li> </ol>
<p>Note: Phase designation indicates location only, not necessarily that the listed improvements are required of a particular phase.</p>	
<p><b>Off-Site</b></p> <ul style="list-style-type: none"> <li>• <i>Poppy Ridge – Bruceville Road to W. Stockton Blvd. (interim rehab)</i></li> <li>• <i>W. Stockton Blvd. – Whitelock Parkway to Kammerer (interim rehab)</i></li> <li>• <i>Bruceville Road to three lanes each direction – Elk Grove Blvd. to Laguna Blvd.</i></li> <li>• <i>Right-turn overlap phasing at various intersections</i></li> <li>• <i>Elk Grove Blvd. /SR99 S/B off-ramp</i></li> <li>• <i>Elk Grove Blvd. / Auto Center Intersection Improvements</i></li> <li>• <i>Elk Grove Blvd. / E. Stockton Blvd. Intersection Improvements</i></li> </ul>	

*Note: Completed improvements are shown in italics.*



**Figure 8.1 - Phasing Diagram**

## 8.2 **INFRASTRUCTURE AND PUBLIC FACILITY COSTS**

Public infrastructure will be required to support development in the Laguna Ridge Plan Area. Estimates for backbone infrastructure (e.g., on-site roads, excluding off-site roadway improvements) were first developed in 2004 and 2005, with a total cost in excess of \$466 million. Final construction costs are anticipated to change over time as final designs are prepared and as the construction market changes. Details of these estimates can be found in the 2005 Laguna Ridge Financing Plan.

As of January 2020, portions of the required infrastructure have been completed, with remaining work focused primarily in the Phase III portion of the Plan. The following table identifies the on-site infrastructure remaining to be completed, anticipated cost (where known), and anticipated funding source.

Off-site infrastructure is either paid through private development or is included in local and regional fee programs and, therefore, is not included in this list. Examples include, but are not limited to, Kammerer Road, Whitelock Parkway Interchange, transit facilities and equipment, libraries, and Police facilities and equipment.

**Table 8-2: Laguna Ridge Infrastructure and Public Facility Costs, On-Site Facilities, Remaining as of January 2020**

Facility	Estimated Cost <sup>1</sup>	Funding Source								
		Roadway Fee Program	SEPA /LRSP III Drainage Fee Program	SASD Fee Program	SCWA Fee Program	EGUSD Fee Program	Fire Fee Program	LRSP Parks Fee Programs	Developer Resp. <sup>2</sup>	Other
<b>Roads</b>										
Bruceville Road, Poppy Ridge Road to Bilby Road - Internal lanes <sup>3</sup>	\$1,884,500	\$1,884,500								
Bruceville Road, Poppy Ridge Road to Bilby Road - Frontage lane	TBD								X	
Bilby Road, Bruceville to Big Horn - Internal lanes <sup>3</sup>	\$262,000	\$262,000								
Bilby Road, Bruceville to Big Horn - Frontage lanes	TBD								X	
Big Horn Blvd, Poppy Ridge to Bilby - Internal lanes <sup>3</sup>	\$320,000	\$320,000								
Big Horn Blvd, Poppy Ridge to Bilby - Frontage lanes	TBD								X	
Lotz Parkway, Auto City to Ponta Delgata – Frontage lane	TBD								X	
Lotz Parkway, Whitelock to Poppy Ridge	TBD	X								
Poppy Ridge Road, Bruceville Road to Lotz Parkway	TBD								X	
<b>Intersections</b>										
Bruceville Road/Machado Ranch Drive – Signalized Intersection	\$168,600	\$168,600								
Bruceville Road/Boa Nova Drive – Signalized Intersection	\$351,300									\$351,300

Facility	Estimated Cost <sup>1</sup>	Funding Source								
		Roadway Fee Program	SEPA /LRSP III Drainage Fee Program	SASD Fee Program	SCWA Fee Program	EGUSD Fee Program	Fire Fee Program	LRSP Parks Fee Programs	Developer Resp. <sup>2</sup>	Other
Bruceville Road/Bilby Road – Signalized Intersection	\$351,300	\$351,300								
Bilby Road/Tillia Drive – Signalized Intersection	\$351,300	\$351,300								
Bilby Road/Big Horn Blvd – Signalized Intersection	\$657,458	\$657,458								
Big Horn Blvd/Elifa Ave – Signalized Intersection	\$351,300	\$351,300								
Big Horn Blvd/Spoonwood Ave – Signalized Intersection	\$351,300	\$351,300								
Big Horn Blvd/Poppy Ridge Road – Signalized Intersection	\$337,100	\$337,100								
Whitelock Parkway/Cape Verde Dr – Signalized Intersection	\$351,100	\$351,100								
Whitelock Parkway/Lousada Ave – Signalized Intersection	\$351,100	\$351,100								
Whitelock Parkway/Lotz Parkway – Signalized Intersection	\$1,164,000	\$1,164,000								
Lotz Parkway/Poppy Ridge Road – Signalized Intersection	\$337,100	\$337,100								
Lotz Parkway/Auto City Drive – Signalized Intersection	\$337,100	\$337,100								
<b>Potable Water System</b>										
In-tract distribution system	TBD								X	
Transmission mains	TBD				X					
Whitelock WTP	TBD				X					

Facility	Estimated Cost <sup>1</sup>	Funding Source								
		Roadway Fee Program	SEPA /LRSP III Drainage Fee Program	SASD Fee Program	SCWA Fee Program	EGUSD Fee Program	Fire Fee Program	LRSP Parks Fee Programs	Developer Resp. <sup>2</sup>	Other
<b>Recycled Water System</b>										
On-Site Distribution System	TBD				X					
Whitelock Tank and Booster Pump	TBD				X					X <sup>5</sup>
SEPA Tank and Booster Pump	TBD				X					X <sup>5</sup>
<b>Sewer</b>										
In-track collection system	TBD								X	
Transmission mains	Constructed									
Lift Station and Force Main	Constructed									
<b>Drainage</b>										
In-track collection system	TBD								X	
Phase III Detention Facility and Outfall Channel	\$7,484,000		\$7,484,000							
<b>Parks and Paseos</b>										
Civic Center and Bartholomew Sports Park	\$12,913,691							\$12,913,691		
Community Parks, Development	\$25,813,525							\$25,813,525		
Local and Neighborhood Parks, Development	\$34,904,524							\$34,904,524		
Parkways, Development	\$8,944,897							\$8,944,897		
Parkland Acquisition <sup>5</sup>	\$15,223,000							\$15,223,000	X	
<b>Public Facilities</b>										
Fire Station	\$6,137,000						\$6,137,000			
Elementary School #2 (Reardan)	TBD					X				X
Elementary School #3 (Arbor)	TBD					X				X

Notes:

1. Where available, cost estimates are provided from adopted fee programs. Costs that are still being developed or projects subject to further design work are listed as TBD.
2. Developer Responsibility includes direct developer costs or cost that may be reimbursed through the Laguna Ridge CFD, subject to the limitations of that program and the Laguna Ridge CFD Guiding Principles.
3. Partially completed; estimated remaining cost listed.
4. Includes land costs in excess of Quimby requirements as described in the Laguna Ridge Supplemental Parks Fee Program Nexus Study.
5. Grant funding assumed based upon project consistency with State sustainability objectives and City's historical experience with receiving such grant funding.

### **8.3 SUMMARY OF FUNDING SOURCES**

A variety of funding sources will be used to pay for required backbone infrastructure and public facilities needed to serve the Specific Plan. The following summarizes these funding programs.

#### **8.3.1 Fee Programs**

The City of Elk Grove and applicable Sacramento County and regional service providers have adopted development impact fee programs to fund major sewer, water, and drainage facilities. Costs for provision of backbone water, sewer, and storm drainage facilities are reimbursable through their respective fee programs. It is possible that if one or more developers advance funding for the construction of this infrastructure or certain public facilities, the developers may receive fee credits or reimbursements through the respective fee programs, as provided through those programs. The following are summaries of the various program and is not meant to be a definitive list of all programs. Each program is subject to the provisions and procedures outlined in the applicable nexus study and in the event of a conflict between this Specific Plan and a nexus study, the nexus study shall prevail.

#### **A. Drainage**

The LRSP is located within two drainage fee programs. The northern area, which drains to the Shed B channel (the Laguna Ridge Grand Parkway) is within the Sacramento County Water Agency (SCWA) Zone 11A program. Development in this area will be assessed a drainage fee, as provided in the Zone 11A nexus study, to provide for major drainage facilities. This fee varies depending on land use and the projected demand on drainage facilities. Development in the northern area is required to construct these major facilities and developers would receive fee credits at improvement plan approvals or be reimbursed as other projects pay fees. Individual builders will provide minor in-tract or subdivision drainage systems.

In the southern area (portions of Phase 3 south of Poppy Ridge Road), which drains to the Shed C channel, the City has adopted the Southeast Policy Area (SEPA) And Laguna Ridge Specific Plan Phase 3 (LRSP P3) Drainage Impact Fee program. This program provides for the construction of the detention basin along Bilby Road, the outfall from this basin to Shed C (through SEPA), and applicable trunk drainage within the applicable portions of Phase 3. Development in this area is required to construct these facilities and would receive fee credits at improvement plan approvals or be reimbursed as other projects pay fees, pursuant to the provisions of the nexus study.

#### **B. Sewer Trunk Lines**

The LRSP is located within Sacramento Area Sewer District (SASD) and development will be assessed a sewer fee to fund the construction of sewer trunk lines. Typically, these trunk lines are located within streets and are installed by the builder as development occurs, and the builder would receive fee credits or otherwise be reimbursed.

The City has constructed certain sewer facilities which benefit the Phase 3 area. Development in Phase 3 is required, to the extent applicable and available, to purchase fee credits, issued to the City by SASD for completion of these improvements, from the City.

#### **C. Sewer Regional Facilities**

The LRSP is located within the Sacramento Regional County Sanitation District (SRCSD), which provides regional wastewater treatment facilities. The SRCSD has an established fee program that is assessed depending on land use and projected demands on the system. The SRCSD is generally responsible for the financing and construction of regional facilities, such as sewer interceptors, collection, and treatment facilities. Development within the LRSP will pay this fee towards these facilities.



***D. Water and Recycled Water***

The LRSP is located within SCWA Zone 40, which has an established fee program that is assessed depending on land use and projected demands on the system. This fee provides for the construction of major transmission and distribution lines, wells, and treatment and storage facilities. Where adjacent development or builders install these major facilities, fee credits or reimbursements will be provided.

The LRSP will also be served by recycled water from the regional treatment plant for purposes of irrigating parks, trails, roadway landscaping, and certain private development (e.g., multifamily, commercial). SCWA has adopted a fee program for the construction of the backbone distribution system for this service.

***E. Fire Protection and Emergency Facilities:***

The Cosumnes Community Services District (CCSD) has, through the City, established a development impact fee that finances the construction of fire stations, structure and interface fire engines, aerial trucks, ambulances, and other apparatus as applicable. The CCSD will use these funds to provide for expanded operations as development occurs.

***F. Park Facilities and Parkways/Paseos/Trails:***

The City has established two park fee programs to cover the construction of park facilities that benefit the LRSP. The first is the Laguna Ridge Parks Fee, which provides funding towards park facilities at the Civic Center, including the Aquatics Center, Commons, Community Center, and other on-site landscaping and trails. It also provides for a fair share portion of the costs towards the Bartholomew Sports Park, located in the East Franklin area.

The second fee program is the Laguna Ridge Supplemental Parks Fee Program, which provides a funding and cost equalization mechanism for the project-specific park and parkway facilities needed to serve development in the LRSP area. Examples of applicable facilities include, but are not limited to, local and neighborhood parks, Oasis and Reardan Community Parks, and parkways/paseos/trails. The Supplemental Fee also includes land costs for park and trail facilities that is in excess of the City's minimum parkland dedication requirements.

Both of these fees are payable to the City by new development as provided in the nexus study. The City (in the case of the Civic Center) and the Cosumnes Community Services District Parks Department (in the case of all other park facilities), uses these funds to build new park facilities. Developers are required to construct the parkways/paseos/trails and may be eligible for credits as provided in the applicable nexus study.

***G. Roadways***

Three fee programs exist to fund backbone roadways that serve the Plan Area. The first is the City Roadway Fee Program. This program applies to all development within the City and provides a fair share funding mechanism towards facility improvement and expansion necessary to serve new development. Should a development be required to construct a facility provided in the Roadway Fee Program, the development may be reimbursed as provided in the nexus study.

The second program is the Measure A Regional Fee Program. The City collects this fee on behalf of the Sacramento Transportation Authority. This fee is used to fund regional facilities as provided through the nexus study.

The final program is the I-5 Sub-Regional Impact Fee Program, which provides funding towards improvements that reduce impacts to the State highway system (Interstate 5 and State Route 99). This fee applies to development projects approved after the effective date of the program that are not otherwise exempt (as provided in the nexus study). This fee is used to fund regional facilities as provided through the nexus study.

## ***H. Public Facilities***

The City has established a Public Facilities Impact Fee, which covers the fair share costs of increasing public facilities necessary to serve the growing population. Examples of facilities included in this program include transit facilities, libraries, police facilities and equipment (e.g., fleet expansion, not replacement), and City administrative facilities expansion.

### ***I. Schools:***

Public schools within the LRSP are provided by Elk Grove Unified School District (EGUSD). Their school facilities will be funded through a combination of school impact fees, state matching program funds, and funds from the District-wide Mello-Roos Community Facilities District (CFD).

School impact fees are regularly updated but are subject to limits as provided by State law, which means that the fee program is insufficient to fully fund school construction. The difference between the fee amount and actual costs for construction are funded from State bonds. The District may also utilize its Mello-Roos CFD to the extent applicable. The District will secure school sites as provided on the land plan and construct facilities as development warrants and funding is available.

### ***8.3.2 Community Facilities District***

In addition to or in conjunction with the fee programs and funding mechanisms discussed above, land-secured Mello-Roos Community Facilities Districts (CFD) may fund backbone infrastructure or public facilities. A CFD is typically created by an agency and/or a group of property owners where a benefit area is defined and the land value serves as a basis for financing purposes. The agency will sponsor the issuance of tax-exempt bonds to finance the construction of public facilities. The properties within the benefit area are assessed an annual amount to retire the bond or debt, typically over a 30-year timeframe. This type of funding approach allows the agency and/or property owners to gain favorable financing rates on money borrowed to construct public facilities and places the repayment burden on the property and future residents that will utilize these facilities.

The City has established Community Facilities District 2005-1, which provides land secured financing towards the construction of certain backbone infrastructure and other eligible public facilities provided in the formation documents. In 2016, the City established the Laguna Ridge Community Facilities District Guiding Principles, which outlines how funds are made available to both the City and private development to deliver this infrastructure.

### ***8.3.3 Facility Maintenance***

The City and other service providers have established several mechanisms to fund the ongoing operation and maintenance of public facilities within the Plan Area. Some of these are fees for service, such as for water and sewer services. Relative to City public facilities, including roadway landscaping, park and trail facilities, and the Civic Center, the City has established a maintenance component to CFD 2005-1.

## 8.5 *FINANCING STRATEGY*

The financing strategy for the LRSP is outlined below. It is structured to ensure backbone infrastructure and public facilities are constructed when necessary to meet the demands of the development that is being approved within the Specific Plan. The goals of the financing strategy are as follows:

- (a) For development to fully fund and/or construct all infrastructure and public facilities associated with serving the development being approved.
- (b) Encourage early development of areas requiring no or limited additional infrastructure.
- (c) Make appropriate use of municipal debt financing mechanisms.
- (d) Build in flexibility to allow response to market conditions.

As discussed by section 8.3 *Summary of Funding Sources*, funding sources and fee programs exist to implement the construction of these facilities. Any improvements required of new development that are not provided by a fee program or that are authorized through the Community Facilities District are the direct responsibility of new development and would be conditioned accordingly in their respective maps.

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## 9.0 Implementation & Administration

This chapter describes the plan review procedures, development agreements, Specific Plan amendment procedures, enforcement, mitigation monitoring and other mechanisms for to be utilized to implement or revise the LRSP.

### 9.1 PLAN REVIEW PROCEDURES

#### 9.1.1 Development Services Review

The Specific Plan represents the "master plan" for the Laguna Ridge Plan Area. Subsequent to adoption of the Specific Plan, individual project applications will be reviewed to determine consistency with the Specific Plan and other regulatory documents. Applications such as Tentative Subdivision Maps, Design Review, use permits, variances, and other planning approvals will be reviewed using established Development Services procedures.

Development applications will be submitted to the City of Elk Grove Development Services Department, Planning Division. The Planning Division will conduct an initial review of the application for completeness and consistency with the adopted Specific Plan, as well as other ordinances and standards. The applicant will be notified within 30 days of any deficiencies that must be rectified to deem the application complete. If the applicant or the City believes that an Amendment to the Specific Plan is warranted, an Amendment to the Specific Plan may be requested in accordance with section 9.3 Amendment Procedures. The request must provide adequate justification. The application will also be subject to environmental review as discussed in the following section.

#### 9.1.2 Environmental Review

The Environmental Impact Report (EIR) prepared for the Laguna Ridge Plan will serve as the master environmental assessment document for development within the Plan Area. Individual project applications will be reviewed for consistency with the Specific Plan EIR. If consistency is determined and the project meets the criteria established in Sections 15182, 15183, or 15162 of the CEQA guidelines, the City may determine that a separate environmental document is not required and other appropriate environmental documentation would be prepared. In all other cases, the City shall prepare an environmental document pursuant to established procedures.

In some cases, individual project applications may require additional environmental information beyond what was provided for the Specific Plan environmental document. For example, more detailed wetlands delineation may be required for an individual project application. Upon review of this additional information, the City will make a determination as to whether or not the more detailed information provides evidence that the proposed individual project will cause more significant environmental impacts beyond the scope originally anticipated during the master program analysis. If the City determines that there would be environmental impacts beyond the scope originally anticipated during the original study, further environmental review and a separate environmental document may be required. Conversely, the City may make a determination that the additional information does not raise new environmental issues and is within the scope of the original study, then an EIR will not be required and a Negative Declaration or reference to a prior document will be used to meet CEQA requirements.

The foregoing discussion details the initial project review and environmental review submittal procedures. Projects submitted for consideration will be reviewed for consistency with any development standards, design guidelines, mitigation measures and other applicable conditions of approval, which were adopted as part of the Specific Plan.

## **9.2 DEVELOPMENT AGREEMENTS**

Subject to the provisions of the Specific Plan, the property owners and the City may execute Development Agreements in accordance with Government Code and local regulations. The Development Agreement(s) will set forth the infrastructure improvements, public dedication requirements, landscaping amenities, and other contributions to be made by a property owner in return for guarantees by the City that certain land uses and densities in effect at the time of execution of the agreement will not be modified.

## **9.3 AMENDMENT PROCEDURES**

Large project specific plans are adopted in a dynamic development environment, often with lengthy build-out horizons. Situations may arise where amendments to the adopted Specific Plan can be considered because of changing circumstances beyond the control of the Specific Plan. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a particular parcel. In these situations, the procedures listed below will be followed to amend the adopted Specific Plan.

### **9.3.1 Applicants**

Typically, property owners will request amendments to a Specific Plan. There may also be circumstances where the City may wish to prepare an amendment to the plan. For example, the City may propose an amendment to the plan to address shifting land use patterns outside the Plan Area or changing demographics.

All applicant-initiated amendments to the Specific Plan shall be accompanied by the application deposit, as adopted by the City, and the applicant shall be responsible for all application processing costs. **9.3.2**

#### ***Scope of Amendment***

All applications for amendment to the Specific Plan shall include a description of the proposed revision and, as applicable, maps or other exhibits necessary to illustrate the requested revisions. Such documentation shall define the scope of the proposed amendment.

### **9.3.3 Amendment Procedures**

Amendments to the Specific Plan shall be processed pursuant to the procedures provided in EGMC Chapters 23.14 and 23.16, as applicable.

### **9.3.5 Findings**

The designated approving authority, when acting upon any amendment requests to the Specific Plan, shall consider the findings provided in EGMC Section 23.16.090 (Specific Plans).

## **9.4 ENFORCEMENT**

The Specific Plan includes a considerable number of development regulations and environmental mitigation measures. Assurances must be made that adequate enforcement mechanisms are in place to ensure that all adopted regulations and mitigation measures are adhered to. If a field inspection is conducted and a particular requirement has not been satisfactorily completed, or site development activities have been undertaken that are not performed as mandated in the Specific Plan and EIR, City staff may ensure completion or correction of the development activity through actions including, but not limited to, the following:

- Meeting with the proponent to negotiate timing or corrective action in the context of established City of Elk Grove Planning Department Zoning Enforcement procedures.
- Issuance of a stop work order that will not be lifted until signed by the City of Elk Grove.
- Apply the measures of any City enforcement ordinances based upon the police power to protect the public's health, safety and welfare.
- Require performance bonds for landscaping, tree preservation, wetland preservation, or other items determined appropriate by City staff.
- Revocation of use permits or other similar actions may occur if City staff discovers violations.
- City staff may recommend denial of subsequent approvals necessary to complete and occupy the project.
- City staff will carry out initiation of any enforcement or penalty provisions in applicable development agreements.
- Request for legal action by the City Attorney's office.

The City of Elk Grove currently has established code enforcement program to ensure that adequate and proper investigations of land use violations take place. As with any other development with conditions of approval and/or mitigation measures, complaints of violations of any Specific Plan requirements will be investigated consistent with established procedures and due process. Complaints of violations will be referred to the City of Elk Grove Planning Department's Zoning Enforcement Section for any violation of adopted Specific Plan regulations or associated approvals. Many of the more drastic foregoing remedies would be considered only if repeated attempts to rectify any violations go unheeded.

### **9.5 MITIGATION MONITORING**

The California Environmental Quality Act requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

The Mitigation Monitoring and Reporting Program is intended to satisfy the requirements of CEQA as they relate to the final EIR for the Laguna Ridge Specific Plan. This monitoring program is to be used by City staff and the project developers in ensuring compliance with adopted mitigation measures during project implementation.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Elk Grove staff. City staff will monitor mitigation implementation as outlined in the recorded MMRP for the Laguna Ridge Specific Plan.