





CHAPTER 9: COMMUNITY AND AREA PLANS



OVERVIEW

In conjunction with the General Plan, the City maintains various community plans that address a particular sub-area or community within the overall Planning Area and refine the policies of the General Plan as they apply to these smaller geographic areas. A community plan must contain specific development policies adopted for the identified area and include measures to implement those policies, so that the policies which will apply to each parcel of land can be determined. See Chapter 10: *Implementation Strategy* for information on how community plans are adopted and amended.

This chapter includes the following community plans:

- Southeast Policy Area Community Plan
- Rural Area Community Plan
- Eastern Elk Grove Community Plan

Each of these plans can be updated or expanded upon, based on the needs of the community over time. Community plans for other areas may be created and maintained as resources allow.

*Existing Development in
East Elk Grove*





SOUTHEAST POLICY AREA COMMUNITY PLAN

In July 2012, the City Council directed staff to initiate master planning (in the form of a strategic plan) for the Southeast Policy Area (SEPA). The SEPA includes a high-level supportive infrastructure analysis (including traffic/transportation planning, drainage, water, and wastewater), community design guidelines and standards, and programmatic environmental review.

The SEPA Community Plan forms the overall policy basis for successive programs, regulations, and guidelines for development of the Plan Area. All subsequent actions and development approvals must be consistent with this Community Plan, as well as with the overall General Plan and subsequent regulations.

PLAN SETTING

The SEPA is approximately 1,185 acres and is surrounded by several major existing and planned roadways. Kammerer Road is planned as a six-lane arterial in the General Plan and has further been identified as part of the route for the Capital SouthEast Connector, forming a link between Elk Grove, south Sacramento County, Rancho Cordova, Folsom, and El Dorado County. Light rail service is planned to extend from Cosumnes River College, along Big Horn Boulevard, through the SEPA.

It is also important to note that the SEPA is bisected by the Shed C drainage channel. This drainage channel takes stormwater from the Lent Ranch area and the detention basin on the Sterling Meadows property and carries it through the agricultural properties to the Stone Lakes National Wildlife Refuge. The man-made Shed C drainage channel primarily serves agricultural purposes. A preliminary analysis of the Shed C drainage channel was conducted as part of the City's Storm Drainage Master Plan. Additional analyses and improvement studies were necessary and contemplated in the Storm Drainage Master Plan.

GUIDING PRINCIPLES

In March 2013, the City Council identified a series of Guiding Principles for the SEPA. The Guiding Principles identify the overall objectives of the Community Plan and guide the formulation of the land use plan and the policies and standards in the Community Plan and accompanying documents.

VISION STATEMENT

The primary objective for the SEPA is to plan for a range of job opportunities that are supported by a balanced mix of locally oriented retail uses and residential densities. The SEPA will be a regional destination for both employment activities and entertainment. The SEPA will integrate with surrounding land uses through the incorporation of parks and open space, trails, and landscape buffers. A complete transportation network made up of roadways, sidewalks, trails, and transit (including future light rail and/or bus rapid transit) will allow for the safe and effective movement of people and goods within the Plan Area and connect them with other parts of the City and the region. Development will be of quality design and materials that contribute to the sense of place and identity for the area.



EMPLOYMENT-ORIENTED DEVELOPMENT

At its core, the SEPA is an employment-oriented development—meaning it is a community intended to support and encourage the development of employment uses. It does this by:

- Creating opportunities for a range of employment prospects without predisposing any one use.
- Providing nearby places for employees to live at a variety of price points.
- Providing services for employees, including daily shopping and education.
- Offering recreational opportunities for employees in employment areas and the larger community.
- Presenting a feasible range of choices for employees on how to get to work (e.g., car, bus, walking, biking).
- Engaging corporate attention and applying the power of public/private partnerships.
- Creating a total community—not individual, unrelated projects.

GUIDING PRINCIPLES

The following principles outline an overarching development framework for the SEPA.

I. Urban Design/Public and Private Realm Design



Trail in Elk Grove

- Create a strong sense of identity, community, neighborhood, and development at a personal scale.
- Implement quality urban design elements throughout the Plan Area by incorporating locally and environmentally sensitive landscaping, site amenities (e.g., sidewalk furniture, pedestrian lighting, bike racks), and complementary architectural design.
- Locate land uses so that they are complementary to each other, thereby reducing the potential for interface conflicts.



II. Land Use

- Create a plan with a mix of land uses, including employment and residential opportunities supported by commercial and neighborhood-oriented uses and services such as parks, pedestrian and bike paths/trails, and recreational opportunities.
- Provide flexibility in the intensity and density of land uses to respond to changes in economic, market, and social factors while maintaining land use compatibility.
- Employment Opportunities/Jobs Development
 - Designate sufficient employment-oriented land uses to create job opportunities and improve the jobs/housing balance in the City.
 - Locate employment uses throughout the Plan Area to take advantage of transportation corridors and proximity to other land uses.
 - Locate a large block of employment uses including both office and industrial/flex space to offer opportunities for development of an office park/campus.
 - Provide synergistic opportunities between employment land uses and supporting retail/commercial and residential uses.
- Mixed Uses
 - Encourage mixed-use development (e.g., mixed-use buildings with retail uses on the ground floor and office or residential on upper floors) within a community core that includes a future transit station (e.g., light rail or bus-rapid transit) as part of a village center. Centrally locate the community core in the Plan Area and make it easily accessible for a range of uses and services.
- Residential Uses
 - Provide a diverse range of housing densities and product types from low-density estate housing to higher-density multifamily residential opportunities.
 - Encourage multifamily residential uses to be located near transit facilities and, where feasible, near commercial and employment uses.



*Employment Center in
Elk Grove*



Community Trail

- Public Services and Community-Oriented Uses

- Locate educational facilities in the most effective locations for successful attendance, usefulness to the community, and utilization of existing and future public transit facilities.
- Provide landscaped paseos and/or other off-street pedestrian and cycling amenities, increasing walkability and pedestrian connectivity throughout the Plan Area as well as into adjacent properties. Provide linkages in both east–west and north–south directions.
- Create a plan that makes active and passive park facilities available at a level consistent with City and Cosumnes Community Services District (CCSD) policies.
- Identify the drainage infrastructure within the Plan Area as dual use facilities, incorporating both drainage functions and recreation opportunities as possible. Recreation opportunities could include active trail amenities along the channel, enhanced landscaping, golfing, and other features as feasible.

III. Circulation

- Organize land uses and provide linkages to allow for a significant percentage of Plan Area employees, students, and residents to be located within close proximity of, and have easy access to, existing and future transit facilities.
- Provide the sufficient intensity of employment and residential opportunities to attract and maintain an appropriate level of public transit services.
- Create landscaped parkways and pedestrian and bicycle connections throughout the Plan Area to provide linkages between internal land uses and to surrounding areas.
- Design a circulation system that adequately supports the anticipated level of traffic in the Plan Area.

IV. Environmental Sensitivity

- Design the Plan Area in a manner which comprehensively addresses drainage and flood control for both on-site and off-site properties.
- Create a self-mitigating plan that, to the extent feasible, incorporates environmental mitigation measures into project design.
- Promote the efficient use of energy and resources.



V. Contextual Compatibility

- Develop a plan that recognizes the right of existing uses (both within the Plan Area and adjacent), including agricultural/rural residences, to continue and to minimize impacts upon these uses.
- Create a plan compatible with adjacent properties. Accommodate connectivity of roadways, pedestrian and bicycle access, and recreation facilities across Plan Area boundaries.
- Create a plan that complements existing and planned commercial corridors and centers within the City.



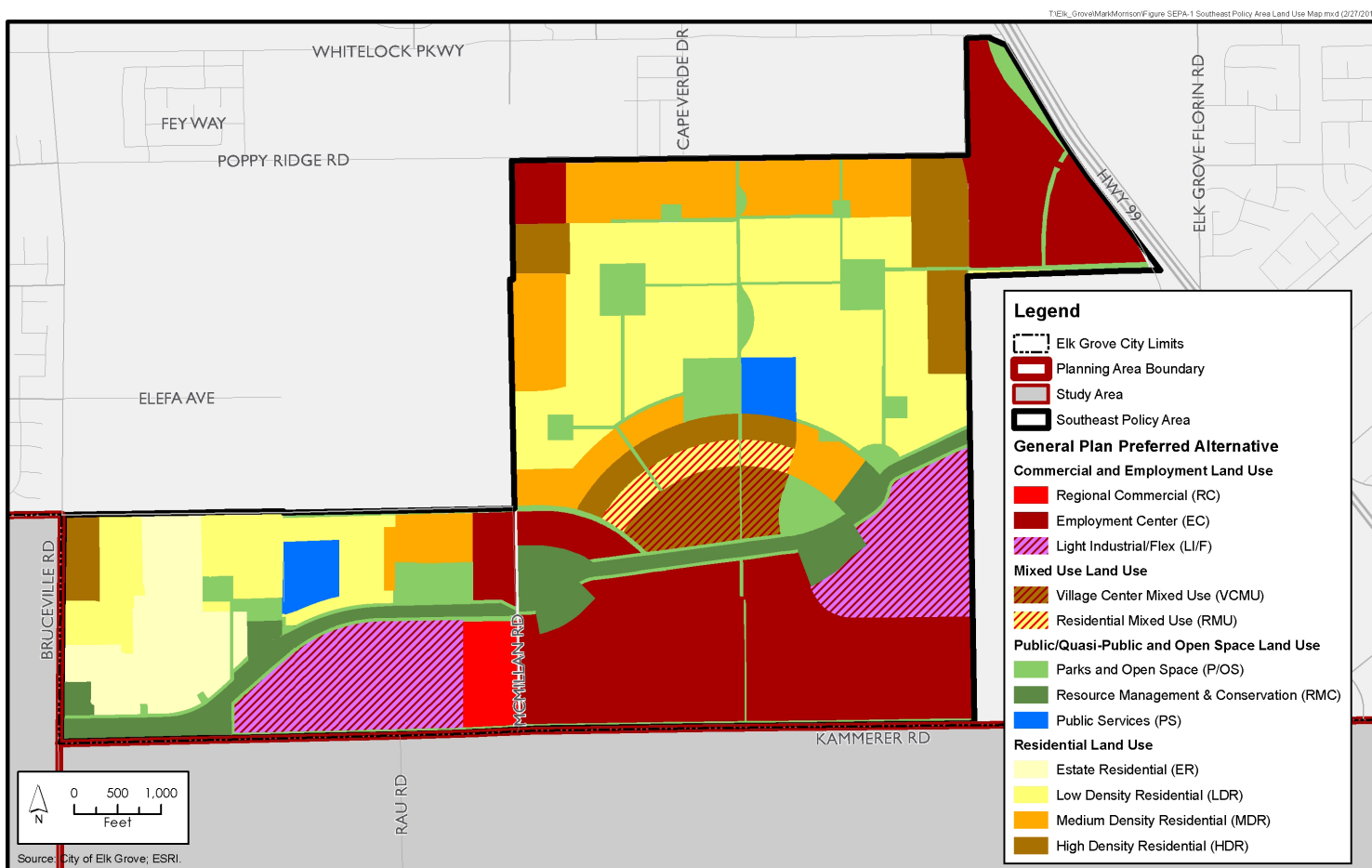
Trail in Residential Neighborhood



LAND USE PLAN

The General Plan's Land Use Diagram is one of the most important functions of the General Plan, as the map and policies will determine the City's future land uses and character. The land plan for the SEPA is equally critical. The SEPA Land Use Map (**Figure SEPA-1**) illustrates the planned uses for properties in the Community Plan area and is consistent with the land use categories described in Chapter 3: *Planning Framework*.

**FIGURE SEPA-1:
SOUTHEAST POLICY AREA LAND USE MAP**





GOALS AND POLICIES: SOUTHEAST POLICY AREA COMMUNITY PLAN

The following goals and policies apply to the SEPA and are in addition to, and in support of, the Citywide policies and actions in the General Plan.

GOAL SEPA-1: AN EFFICIENT ROADWAY NETWORK

POLICIES: CIRCULATION

Policy SEPA-1-1: Develop an efficient roadway network across the Plan Area. Major roadways shall continue the street network established by adjacent developments. Local roads should extend the established roadway pattern to the extent feasible.

Policy SEPA-1-2: Establish protocols for the timing and phasing of roadway improvements that reflect the level of development that is occurring.

Standard SEPA-1-2.a: Backbone roads shall be constructed concurrent with projected development demands both on-site (within the Plan Area) and off-site (outside the Plan Area) to meet City standards

Standard SEPA-1-2.b: The City shall either establish a process for, or require applicants to provide, analysis to ensure adequate infrastructure is in place prior to the demands of the proposed development.

Standard SEPA-1-2.c: No tentative maps or building permits for projects not requiring tentative maps shall be approved within the Plan Area until such time as off-site infrastructure needs and thresholds have been identified.

Standard SEPA-1-2.d: All roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connecting from intersection to intersection, to provide safe and adequate access with each phase of development as conditioned with the approval of tentative maps.



Standard SEPA 1-2.e: Roadways shall consist of the full section from curb to curb, streetlights, sidewalks, and median landscaping, where applicable. Phased construction of sidewalks, temporary asphalt 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, provided such deferral is consistent with General Plan Standard MOB-7-1.a, as set forth in the General Plan and/or applicable environmental document(s). 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 Elk Grove Municipal Code Chapter 12.03 (Street Improvements) or establish and/or participate in a finance mechanism acceptable to the City to fund the deferred improvements.

Standard SEPA-1-2.f: All development shall comply with the requirements of the Landscape Planning Protocol Manual for SEPA to the satisfaction of the City.

Policy SEPA-1-3: Provide for the future extension of fixed-route transit service through the Plan Area via Big Horn Boulevard and Bilby Road.

Standard SEPA 1-3.a: Development shall dedicate (in fee title or through irrevocable offers of dedication) sufficient right-of-way along the planned alignment for track/dedicated right-of-way, electrical infrastructure (to the extent necessary), and station platforms. Standard SEPA 1-3.b: A transit facility shall be constructed as part of the Village Center. The facility should include areas for boarding/off-loading, and, to the extent feasible, park-and-ride, drop-off zones, and transfers between public transportation modes (e.g., local bus to fixed transit).



GOAL SEPA-2: THE CREATION OF AQUATIC AND UPLAND HABITAT

POLICIES: CONSERVATION AND AIR QUALITY

Policy SEPA-2-1: Ensure that the realignment of the Shed C drainage channel provides area for both drainage of stormwater from the Plan Area and the restoration (to the extent they currently exist) and creation of aquatic and upland habitat in conformance with requirements of the environmental agencies.

GOAL SEPA-3: AN EMPLOYMENT-ORIENTED DEVELOPMENT

POLICIES: ECONOMIC DEVELOPMENT

Policy SEPA-3-1: Verify that the land plan for the SEPA has a substantive impact on the jobs/housing ratio in the City by providing acreage for the establishment of one or more business parks.

Policy SEPA-3-2: Encourage and support the development of jobs-producing uses (e.g., office, industrial) within the Plan Area.

GOAL SEPA-4: A WIDE RANGE OF HOUSING TYPES

POLICIES: HOUSING

Policy SEPA-4-1: Support a wide range of housing types in the Plan Area. Residential developers are encouraged to be innovative and responsive to the changing lifestyles of future residents and trends toward transit, telecommuting, zero-emissions vehicles, and others.

Policy SEPA-4-2: Encourage the following housing types to incorporate affordable housing opportunities throughout the community: residential units placed above retail uses, live-work housing units, secondary dwelling units, and a mix of duplex and fourplex units within single-family residential areas.



Example of Residential Development



Policy SEPA-4-3: Encourage residential developers to provide upscale housing through lower densities and additional amenities. Upscale housing is intended to attract move-up homebuyers who wish to move to or remain in the Elk Grove area. Homes with custom-style features would help create a more diverse and interesting neighborhood. Custom-style features could include high-quality exterior building materials, larger lot sizes, and varied setbacks. Large lots would include those that are 6,500 square feet or larger. Other features included in upscale housing are architectural variations, quality landscaping, extra vehicle storage, homeowners associations, and other attractive marketing features.

GOAL SEPA-5: QUALITY DEVELOPMENT

POLICIES: LAND USE

Policy SEPA-5-1: Interpret the land plan (see **Figure SEPA-1**) with sufficient flexibility so as to allow the rearrangement of land uses and provide a more varied mix of densities and/or lot sizes without triggering amendments to the land plan. In making this determination, the City shall ensure:

- (a) Consistency with the vision, Guiding Principles, and other policies of the Community Plan.
- (b) Consistency with the overall density and intensity of development contemplated by the land plan.
- (c) Consistency with the general distribution of land uses as specified in the land plan.

Policy SEPA-5-2: Ensure that development in the Plan Area is of quality architectural character and contributes to a positive image of the City.

Standard SEPA-5-2.a: All development shall comply with the requirements of the Architectural Style Guide for SEPA to the satisfaction of the City.

Standard SEPA-5-2.b: All development shall implement the public realm urban design features (e.g., project monumentation/signage, lighting, benches) specified in the SEPA SPA and the Landscape Planning Prototype Manual that visually unify the Plan Area and help establish a sense of place.



Policy SEPA-5-3: Include sufficient land in the land plan for employment-generating uses that significantly contribute to the City's employment base.

Standard SEPA-5-3.a: Amendments to the land plan affecting employment-generating land (e.g., office, light industrial/flex) shall:

- Not result in a reduction of acreage for employment-generating land from that provided at initial adoption in July 2014; and
- Be located on a site or sites with equal or higher development potential (e.g., along arterials, collectors, and/or transit corridors; land configuration and size allow for efficient and practical development); and
- Require a super-majority (4/5) vote of the City Council to approve.

Policy SEPA-5-4: Encourage employment areas to provide supporting retail service uses, within either a primary use building or a stand-alone building.

Standard SEPA-5-4.a: Office-supporting retail and service uses within employment areas shall have reduced development standards (e.g., parking) when compared to retail uses in commercial areas.

Policy SEPA-5-5: Make certain that the center of the SEPA consists of a community Village Center that includes a mix of uses (commercial, office, residential) and civic spaces and serves as the focal point of the Plan Area.

Policy SEPA-5-6: Ensure that retail uses located in the Village Center Mixed Use designation are complementary to the regional retail uses in adjacent projects.

GOAL SEPA-6: ACCEPTABLE NOISE LEVELS

POLICIES: NOISE

Policy SEPA-6-1: Except as provided herein, require that all development in the SEPA complies with the City's noise standards and policies as outlined in the General Plan and the Municipal Code.



GOAL SEPA-7: A CONNECTED PARKS, TRAILS, AND OPEN SPACE NETWORK

POLICIES: PARKS, TRAILS, AND OPEN SPACE

Policy SEPA-7-1: Develop an off-street trail network that connects employment and residential areas with parks, school, mixed-use, and commercial-service areas.

Standard SEPA-7-1.a: Backbone trail facilities shall be constructed concurrently with backbone infrastructure (e.g., roadway) facilities.

Standard SEPA-7-1.b: To the extent feasible, trails that cross major roadway (arterial or major collectors) shall be grade-separated. The City encourages the trail to be placed under roads and to be constructed as part of the roadway system.

Policy SEPA-7-2: Require that parks are provided in the SEPA at a minimum of 5 acres of park land per 1,000 residents.

Policy SEPA-7-3: Ensure that parks are developed as an integral part of the community.

Standard SEPA-7-3.a: Parks shall be generally located in the areas shown on the land use plan. Precise configuration of park sites shall be determined at the time of Tentative Subdivision Map approval for each residential project.

Standard SEPA-7-3.b: Parks and open space areas shall be linked by a public pedestrian and bicycle circulation system.

Standard SEPA-7-3.c: To the extent feasible, parks shall, at a minimum, shall be bordered on two sides by streets in order to facilitate public access and surveillance, and on three sides when feasible. The remaining one or two sides may be bordered by other land uses such as schools, open spaces, or residential uses.

Standard SEPA-7-3.d: Parks shall be designed, and features within them oriented, to minimize noise and visual impacts on adjoining development.

Standard SEPA-7-3.e: Where parks are adjacent to drainage corridors or parkways, require the park to include pedestrian connections to these facilities.



Off-street Trails



Standard SEPA-7-3.f: Ensure that parks adjacent to drainage corridors or parkways include appropriate fencing or plant buffering to separate active recreation areas in the park from the drainage corridor.

Standard SEPA-7-3.g: Require that all parklands, paseos, and other open space be dedicated to the City, as well as all drainage and publicly maintained roadside landscape corridors.

Standard SEPA-7-3.h: Continue to implement provisions in the SEPA SPA regarding joint-use park and drainage facilities on a case-by-case basis. Ultimate designs for these facilities, if approved, shall balance active park land needs with drainage facility design requirements.

GOAL SEPA-8: AN AREA-WIDE INFRASTRUCTURE SYSTEM

POLICIES: PUBLIC FACILITIES AND FINANCE

Drainage

Policy SEPA-8-1: Establish an area-wide drainage infrastructure system, consistent with the Citywide Storm Drainage Master Plan, which reflects natural ecological and hydrological systems.

Standard SEPA-8-1.a: New development shall implement the Drainage Master Plan.

Policy SEPA-8-2: Establish a drainage system pursuant to the needs of the adopted land plan in the Community Plan. Review and approve all phased drainage facilities prior to implementation. Phased facilities shall be reviewed to ensure consistency with the concepts in the Drainage Master Plan and successful implementation of the ultimate facilities identified in the plan.

Policy SEPA-8-3: Ensure that adequate drainage facilities are in place and operational concurrent with each new increment of development.



Infrastructure Financing

Policy SEPA-8-4: Support financing opportunities for public infrastructure across the Plan Area.

Policy SEPA-8-5: Ensure the long-term financing of public infrastructure. Prior to approval of a Final Map, or issuance of building permits for projects that do not require a tentative map, require the subject property to be included in a finance district that provides ongoing maintenance funding for the following:

- Public parkways;
- Parks and open space;
- Landscape corridors;
- Trails;
- Landscaped medians;
- Environmental preserves;
- Sound walls and other barrier and property fencing;
- Entryway monuments; and
- A fair share contribution to the community center.



Designated Areas for Channels and Detention Basins in Elk Grove

Valuing Public and Quasi-Public Lands

Policy SEPA-8-6: Land necessary for the development of public infrastructure and facilities that serve the SEPA Community Plan and which are included in a development impact fee program or public facilities financing plan shall be compensated at fair market value based upon an appraisal.

Water and Sewer Infrastructure

Policy SEPA-8-7: Support the efficient and timely development of water and sewer infrastructure in the Plan Area.



GOAL SEPA-9 SUSTAINABLE DESIGN

POLICIES: SUSTAINABILITY

- Policy SEPA-9-1:** Require development in the Plan Area to provide opportunities for implementation of sustainable design principles. Design opportunities include, but are not limited to, the following:
- Orienting homes and buildings in an east–west alignment for southern exposure to take advantage of passive or natural heating or cooling.
 - Incorporating photovoltaic and other renewable energy systems into building and site design.
 - Incorporating low-impact development features, such as bioswales and permeable materials for paved areas.
 - Utilizing a roadway network with a clear, logical hierarchy that is organized on a modified grid. Connectivity to adjacent areas, including potential future development, is encouraged.



RURAL AREA COMMUNITY PLAN



Rural Elk Grove

Since incorporation, the City has established and affirmed a policy to retain the built and natural character of the Rural Area and provide limited, rural-oriented infrastructure to support it. The Rural Area has enjoyed a certain level of self-determination and has been identified by the community as an area with unique characteristics. Protecting rural character is viewed as a local priority.

Several targeted planning and outreach efforts have occurred in the Rural Area since 2006, primarily focused on circulation issues. Based on this work, it was determined that customized policies are necessary to ensure development reflects the existing character. The Rural Area Community Plan contains policies that provide specific guidance for preserving the unique character of the area and its contribution to the community.

PLAN SETTING

The Rural Area Community Plan encompasses approximately 5,265 acres, as illustrated on **Figure RA-1**. The area is typified by agricultural and rural residential areas with a select number of commercial uses focused around the Sheldon town area that surrounds the intersection of Grant Line Road and Wilton Road. Large agricultural fields, rural residential development, and natural landscapes contribute to the visual character of the Rural Area.

The Rural Area as a matter of policy lacks the infrastructure typically found in an urban or suburban community, such as sidewalks, curbs and gutters, and widened improved roads. The area is not part of the public sewer system; rather, parcels use individual or small combined septic systems. Residents and businesses also maintain their own wells for water. Another defining feature of the Rural Area is dedication to its agricultural roots, as small farms and livestock are both allowed and encouraged throughout the area.

It is important to note that Grant Line Road bisects the eastern portion of the Rural Area and is identified as part of the route for the Capital SouthEast Connector, linking Elk Grove, south Sacramento County, Rancho Cordova, Folsom, and El Dorado County.

RURAL MOBILITY CONTEXT

The State of California passed the Complete Streets Act in 2008 (Assembly Bill 1358, Government Code Section 65302(b)(2)), requiring cities and counties to include complete streets policies when making significant revisions to the circulation element of their general plan. The act acknowledges that the specifics of such policies should accommodate local context and priorities; therefore, the act does not contain a rigid regulatory format. Rather, it establishes a mandate to plan for a multimodal transportation system “that meets the needs of all users ... in a manner that is suitable to the rural, suburban, or urban context,” allowing flexibility and local control of policymaking and design.



A complete street in a rural area is different from one in an urban area, and different issues need to be addressed. In addition, community members, stakeholders, and policymakers have varying interests that guide complete streets policies and implementation. A variety of infrastructure features are available to create complete streets and improve multimodal access in these rural areas; some examples include wide shoulders to allow for safer walking and bicycling, and connections to regional trails and public transportation. Together these features create a “toolbox” of options, and each tool can be evaluated individually and used appropriately for each location.

Rural Road Improvement Policy and Standards

In 2007, Elk Grove established the Rural Road Improvement Policy and accompanying Rural Road Standards to better evaluate and act on roadway improvements specific to the Rural Area. The Rural Road Improvement Policy calls for phasing road improvements incrementally to maintain the character of the City’s rural residential areas. This policy works in conjunction with the Rural Road Standards, which establish unique road improvement design standards that are rural (rather than urban) in character. The policy and the standards together ensure that the rural character is maintained and also require that public workshops be held to gather input on any proposed road improvements, prior to any changes to the policy, standards, or actions in the area.

GUIDING PRINCIPLES

The Rural Area represents Elk Grove’s proud heritage and agricultural roots. It is the primary agricultural area in the City with rural residential, agricultural, open space, and supporting commercial uses. As new development occurs, preserving and enhancing this rural lifestyle and heritage is a priority for the community.

The following Guiding Principles identify the overall objectives of the Community Plan and guide the formulation of the land use plan and the policies and standards in the plan.

PRESERVATION OF THE RURAL LIFESTYLE AND HERITAGE

- Support the rural area as a key feature of the City’s identity.
- Maintain agricultural and related uses, such as horticulture, animal husbandry, and the keeping of large animals.
- Promote conservation and restoration of native flora and fauna and of both surface and ground water resources.
- Create and foster agriculture and conservation-related community activities and educational events.
- Continue to prohibit urban sewer services.



- Continue to prohibit urban sewer services.
- Identify service needs in the rural area that reflect rural values.
- Develop design standards that retain the visual character of the area but provide for needed services.

AGRICULTURAL PRODUCTION AND COMPATIBILITY

- Establish protections for active agriculture uses.
- Develop protections for existing farmland at risk of conversion.
- Update land use regulations to identify and support agricultural activities.
- Protect groundwater recharge and groundwater quality when considering new development projects.

RURAL CIRCULATION STANDARDS AND DESIGN LIMITATIONS

- Provide for mobility that is safe, efficient, and reflective of the existing rural character.

Example of Rural Area Road Improvements





LAND USE PLAN

The Rural Area Land Use Plan map, as shown in **Figure RA-1**, is based on the land use categories described in Chapter 3: *Planning Framework* for areas within the City limits and Chapter 4: *Urban and Rural Development* for the North Study Area.

GOALS AND POLICIES: RURAL AREA

GOAL RA-1: AN ESTABLISHED RURAL COMMUNITY

The Rural Area reflects Elk Grove’s rural and agricultural heritage and culture and contributes to the diversity of the community and its values by offering residents a rural lifestyle characterized by farm-style homes on lots generally 2 acres and larger with open space or farmland nearby. The City desires to conserve the heritage and culture of the rural lifestyle for future generations as a way of celebrating community history and providing diversity of housing stock. This occurs through the preservation of this area through planning and limiting the potential for conversion to more intensive uses and densities.

POLICIES: LAND USE

- Policy RA-1-1:** Ensure that new residential lots are no less than 2 gross acres in size.
- Policy RA-1-2:** Retain the built and natural character of the Rural Area through the following:
 - Establish and retain rural area land use designations on the General Plan Land Use Map that specifically preclude urban levels of development.
 - Develop and maintain standards for development and infrastructure in the Rural Area context.
 - As expansion occurs, require that new development in the North Study Area is compatible with the character of the Rural Area with lots a minimum of two gross acres.
- Policy RA-1-3:** Consider both positive and negative effects on the Sheldon/Rural Area when making Citywide land use and economic development decisions.



Example of the Rural Area



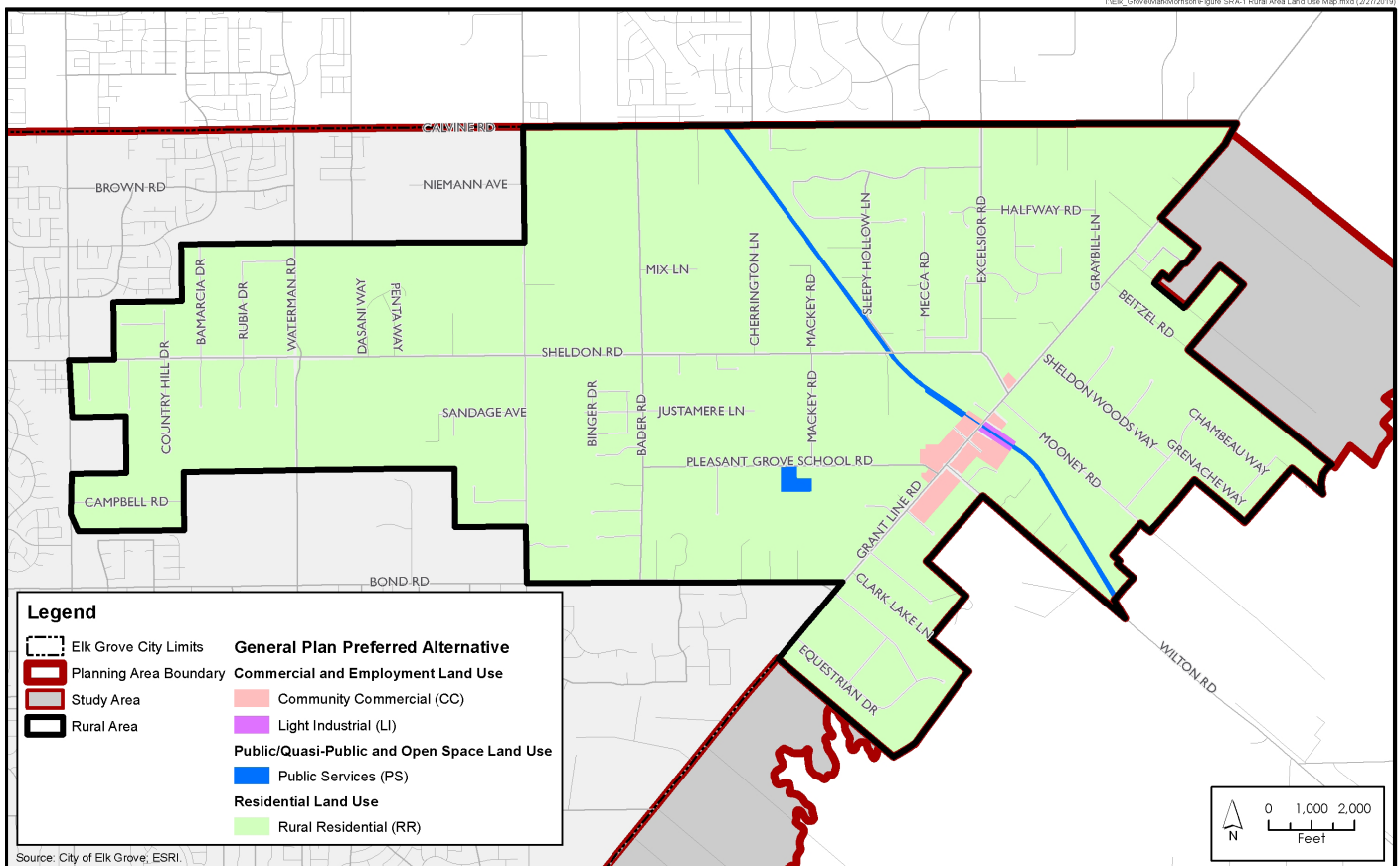
Example of the Rural Area



Rural Elements

- Policy RA-1-4:** Identify improvements and service needs in the Rural Area that support and enhance the rural lifestyle.
- Policy RA-1-5:** Support the establishment or continuation of land uses unique to the Rural Area, including horticulture, keeping of large animals, and other uses that support ongoing agricultural and conservation activities.
- Policy RA-1-6:** Celebrate Elk Grove’s farming and ranching heritage and include it as part of the City’s overall economic strategy.
- Policy RA-1-7:** Promote community engagement with agriculture activities in the Rural Area and the broader community. Promotional activities may include farmers markets, community gardens, harvest events, farm-to-fork dining events, or educational events.
- Policy RA-1-8:** Prohibit gated neighborhoods and subdivisions in the Rural Area.

**FIGURE RA-1:
RURAL AREA LAND USE MAP**





GOAL RA-2: CONTEXT-SENSITIVE SERVICES

The Rural Area lacks the infrastructure typically found in an urban or suburban community, such as connection to a sewer system; rather, parcels utilize septic systems. Most residents also maintain their own water wells. This lack of urban infrastructure is consistent with the character of the community, and continuing this approach for services is a key component to preservation of the Rural Area's unique setting in the larger community.

POLICIES: SEWER SERVICE

- Policy RA-2-1:** Prohibit the extension of sewer service into the Rural Area. Lots in the Rural Area shall be large enough to accommodate septic systems. This policy shall not be construed to limit the ability of any sewer agency to construct interceptor lines through or adjacent to the Rural Area (provided that no trunk or service lines are included) in order to serve other areas of the City or region.
- Policy RA-2-2:** The City shall not require the installation of dry sewers as a condition of approval of development.
- Policy RA-2-3:** The City shall not require residential development on lots less than 2 gross acres which existed as legal lots as of November 19, 2003, to connect to public sewer service.

POLICIES: WATER SERVICE

- Policy RA-2-4:** Limit the extension of water service into the Rural Area. Lot sizes shall be large enough to accommodate private water wells. This policy shall not be construed to limit the ability of any water agency to construct transmission lines through or adjacent to the Rural Area in order to serve other areas of the City.
- Policy RA-2-5:** Lots shall be at least two gross acres to accommodate both private water wells and septic systems in order to minimize the potential for groundwater contamination.

GOAL RA-3: CONTEXT-SENSITIVE MOBILITY

Recognizing that a complete street in a rural area is different from a complete street in a more urban setting, the following policies encourage design flexibility to ensure that the rural context in the Sheldon/Rural Area remains intact when improvements to the street network are being planned and implemented.



POLICIES: MOBILITY IMPROVEMENTS

- Policy RA-3-1:** Make context-sensitive design improvements to roadways in the Rural Area, when warranted, consistent with the Rural Road Improvement Policy and consistent with the intent of the Complete Streets Act.
- Policy RA-3-2:** In planning and implementing street projects, allow flexibility in design to maintain sensitivity to local conditions and a local sense of place, including preservation of mature native trees.
- Policy RA-3-3:** Support improvements necessary to ensure safe, efficient, and improved access for mobility in the Rural Area consistent with the Rural Road Improvement Policy.
- Policy RA-3-4:** When planning improvements to Grant Line Road, coordinate local and regional planning activities and projects, including the Capital SouthEast Connector. Design improvements to be consistent with the local context including driveway accessibility, needs of larger vehicles and agricultural trailers, and the regional intent of the roadway.

GOAL RA-4: RURAL NEIGHBORHOOD CENTER

The Sheldon town area offers residents access to goods and services near home. The City will continue to preserve and encourage the development of commercial uses that are compatible with the rural character. The City should safeguard the area's economic vitality to ensure residents continue to have access to local goods and services reflective of community needs.

POLICIES: COMMERCIAL USES

- Policy RA-4-1:** Improve, develop, and reuse Community Commercial areas in a manner compatible in design and scale with the existing character of the Sheldon town area, consistent with the Old Town Sheldon Supplemental Design Guidelines and the Rural Commercial Combining Zone (RUC).
- Policy RA-4-2:** Encourage commercial uses that support the rural and agricultural lifestyle and serve the needs of the Rural Area.



EASTERN ELK GROVE COMMUNITY PLAN

The Eastern Elk Grove (EEG) Community Plan incorporates the prior East Elk Grove Specific Plan area (between Waterman Road, Bond Road, Bradshaw Road, and Grant Line Road) and the Elk Grove Triangle (Bradshaw Road, Bond Road, and Grant Line Road). These areas have been combined into one community plan to illustrate and manage the transition from urban Elk Grove to the west, Rural Area to the north, and the future development areas and the Cosumnes River corridor to the southeast.

PLAN SETTING AND ORGANIZATION

The EEG Community Plan consists of approximately 2,165 acres located in the eastern portion of the Planning Area, as illustrated on **Figure EEG-1**. The EEG Community Plan is made up of two distinct sub-areas as follows:

- The East Elk Grove Sub-Area: This supersedes the East Elk Grove Specific Plan adopted by the County of Sacramento in 1996. This sub-area is created to retain the development capacity limitations that were provided in the East Elk Grove Specific Plan and incorporate other policies relevant to the sub-area.
- Triangle Sub-Area: The Triangle neighborhood recognizes the historic rural character of the area by incorporating a variety of Estate and Low Density Residential densities and neighborhood-serving commercial uses.



Clarke Farms in Eastern Elk Grove



GUIDING PRINCIPLES

The following Guiding Principles identify the overall objectives of the Community Plan and guide the formulation of the land use plan and the policies and standards in the Community Plan.

- Provide a diverse set of housing types that address demographic trends and market needs.
- Transition residential lot sizes between the western portion of the Plan Area and the Rural Area to the north and east.
- Provide adequate public facilities (e.g., parks, schools).
- Promote a pattern of land uses and streets that support walking, bicycling, and transit, within the context of the planned density and intensity of development, as well as convenient automobile use.
- Create an integrated open space and recreation network.
- Offer convenient shopping opportunities for residents and employees.
- Provide employment opportunities within the Plan Area, specifically along the western edge.
- Encourage flexibility in the design of drainage corridors in the area to permit recreational uses and create attractive open spaces.

LAND USE PLAN

The EEG Community Land Use Plan map, as shown in **Figure EEG-1**, is based on the land use categories described in Chapter 3: *Planning Framework*. The Estate Residential designation as it occurs within the Triangle sub-area has been further divided into the following minimum lot sizes:

- Estate Residential (ER-1) with a 1-gross acre minimum lot size
- Estate Residential (ER-1/4) with a 1/4-gross acre minimum lot size
- Low Density Residential (LDR) with a maximum density of 5 units per gross acre

Land uses within the EEG Community Plan are implemented through the City's Zoning Code. A SPA implements the Triangle sub-area of the EEG Community Plan and an overlay zoning district implements the prior East Elk Grove Specific Plan sub-area. Each zoning mechanism provides further guidance on development of land uses in each sub-area, including allowed uses, density and intensity, and development standards.



GOALS AND POLICIES: EASTERN ELK GROVE

GOAL EEG-1: DEFINED RESIDENTIAL COMMUNITIES

The EEG Community Plan comprises two residential communities: the East Elk Grove sub-area and the Triangle sub-area. East Elk Grove is governed by a set of residential unit caps, while the Triangle is governed by minimum residential lot sizes that can be used to establish a maximum development level.

The East Elk Grove sub-area has a total maximum buildout of 4,378 dwelling units with unit allocations designated to individual properties, as established under the East Elk Grove Specific Plan. The City tracks residential development in this sub-area and maintains records to ensure compliance with the maximum allowable dwelling units for each designated property. Individual property accounting will continue to be tracked by the City. **Table EEG-1** summarizes the status of total dwelling units approved against the maximum allowable dwelling units in the East Elk Grove sub-area as of the date of adoption of this Community Plan. The anticipated dwelling unit capacity for the Triangle sub-area is also included.

POLICIES: COMMUNITY PLAN LAND USE AND CHARACTER

Policy EEG-1-1: (East Elk Grove Sub-Area): Development within the East Elk Grove sub-area shall conform to the development capacity limits provided in Table EEG-1 and the land use map provided in Figure EEG-1. Uses shall generally transition from commercial and industrial development along Waterman Road (west of the powerline corridor) to suburban residential development in the central area, to larger residential lots along Bradshaw Road. Residential development shall be designed with more suburban development patterns and characteristics, including curbs and gutters, sound walls along arterial roadways, sidewalks, and street lights.

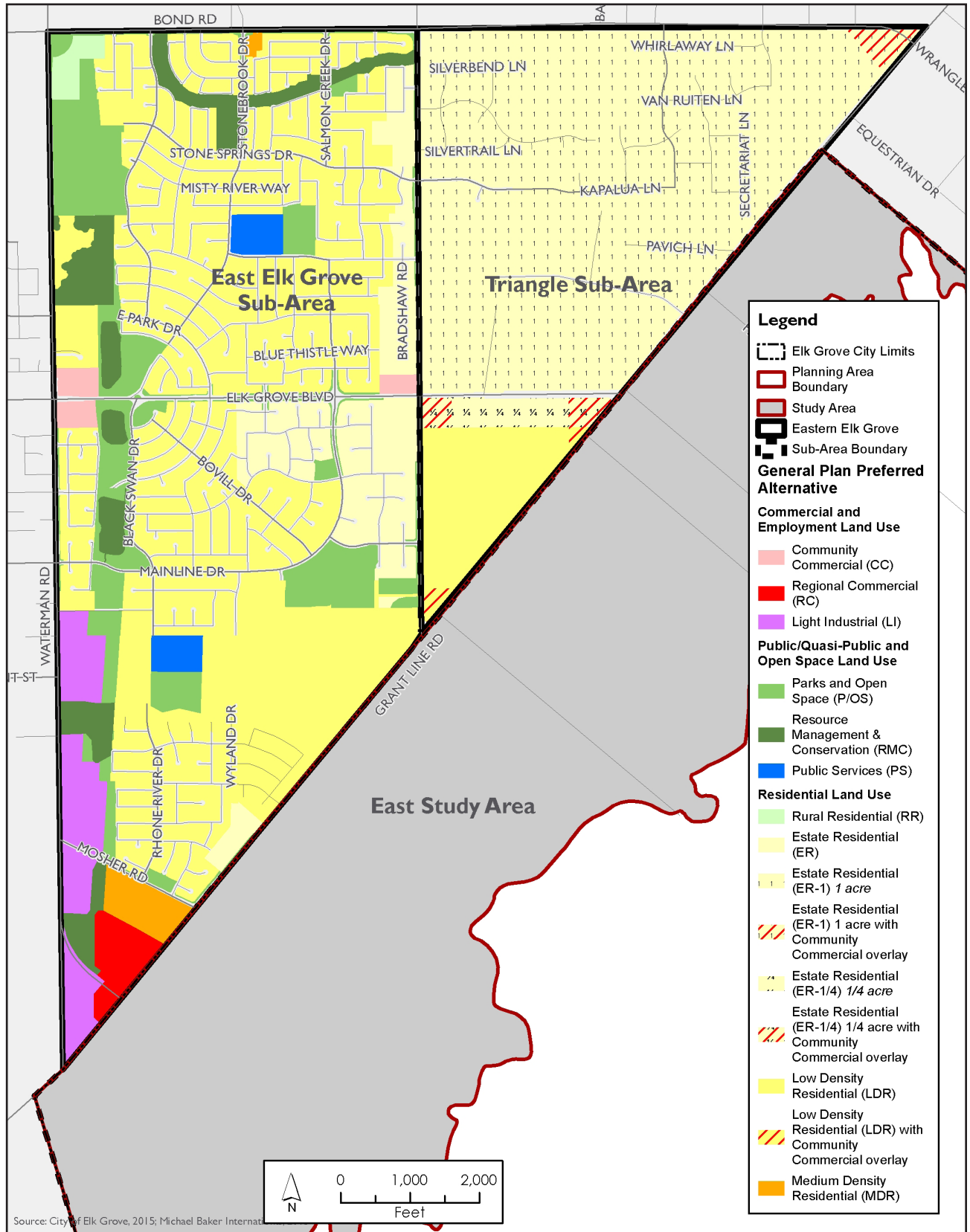
**TABLE EEG-1:
EASTERN ELK GROVE DEVELOPMENT CAPACITY**

PLAN SUB-AREA	EXISTING RESIDENTIAL DEVELOPMENT (2018)	FUTURE RESIDENTIAL DEVELOPMENT	TOTAL RESIDENTIAL DEVELOPMENT
East Elk Grove	3,747	631	4,378
Triangle ¹	297	769	1,066
Total	4,044	1,400	5,444

¹ Based on average buildout of residential properties. Does not represent a maximum allowable residential dwelling unit capacity.



**FIGURE EEG-1:
EASTERN ELK GROVE LAND USE MAP**





Policy EEG-1-2 (Triangle Sub-Area): Development within the Triangle sub-area shall transition from Low Density and Estate Residential developments in the south and southwest to larger lots in the north and northeast. This area shall recognize the historic rural character of the area and incorporate more rural characteristics, including roadside ditches for drainage, sidewalks generally constrained to one side of the street, street lighting limited to intersections, and other, similar, improvements that reflect a more rural character.

GOAL EEG-2: ENHANCED STREAM CORRIDORS AND WETLANDS

The EEG Community Plan is crossed by two major stream corridors, as shown in **Figure EEG-2**. The northerly corridor is an unnamed tributary to Laguna Creek; the southerly branching corridor is the upstream reach of Elk Grove Creek. Both corridors are to be reconstructed as natural-appearing riparian channels to improve local drainage and flood control. Reconstructed channels are often necessary in the vicinity of Elk Grove, since some stream corridors have been modified over time by farming activities. Reconstruction of these channels can return more natural elements to these corridors. The cost of stream channel reconstruction work that is performed in conjunction with land development projects is to be borne by the developer.

Meandering stream channels are preferred from an environmental standpoint because this pattern provides for the slowing of water flows and reduces the sediment carried through the water, which in turn improves water quality. The reconstructed meandering channels also create an important visual open space, and functionally establish a habitat link to the various outlying detention ponds and to the power transmission corridor. The wide channel section contains a meandering low-flow channel or multithreaded channel to create random islands of vegetation and ponds along the bottom. Just above the low-flow channel, terraced areas provide habitat zones for wetland flora and fauna. Planted side slopes and riparian areas beyond the banks act as an ancillary habitat zone and also serve as a protection buffer for created wetlands.

Reconstructed creek corridors offer opportunities for wetland mitigation, compensation, and enhancement measures, with riparian edges acting as buffers to surrounding development. The powerline easements are 10-foot-wide paved trails with 2-foot-wide decomposed granite shoulders, visible and accessible from adjacent parks and from multiple points along the local street network. Within stream corridors, the trail will be located at the top of the bank, serving as a dual-purpose channel maintenance access road. Within the transmission corridor, the trail will meander to complement the adjacent roadway and lotting edge design. An important aspect of the transmission corridor trail route is the potential for a north-south trail intertie between two other planned off-site regional trails, namely the Laguna Creek trail and the Cosumnes River trail.



Portions of the on-site open space greenway network may also accommodate a separated equestrian trail (a dual trail design avoids potential user conflicts). Within the Elk Grove Creek stream corridor, a 5foot unpaved equestrian trail may be placed on the opposite bank from the pedestrian/bicycle trail. A separate equestrian trail may also be developed within the power transmission corridor, away from activity areas. Like the pedestrian/bicycle trail, an equestrian trail within the transmission corridor potentially forms an intertie between similar planned facilities for the Laguna Creek and Cosumnes River corridors.

POLICIES: STREAM CORRIDOR RECREATION

Policy EEG-2-1: Preserve areas around stream and creek corridors to provide for riparian habitat, open space buffers between developments and recreational use. Facilitate development of habitat supporting recreational trails as appropriate recreational use.

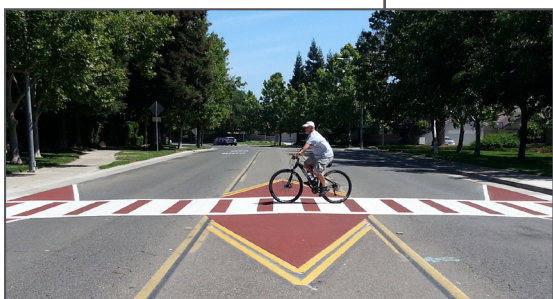
GOAL EEG-3: A COMPLETE CIRCULATION SYSTEM

POLICIES: CIRCULATION

Policy EEG-3-1: New roadways shall provide for connections to other properties and ensure that a logical, efficient roadway system is constructed.

Policy EEG-3-2: Encourage project proponents to work with the community and City staff to identify alternative forms of traffic control (such as roundabouts) on minor roadways within the Community Plan area.

Policy EEG-3-3: Include a network of interconnected bicycle and pedestrian facilities within the Community Plan area.



Street Crossing in Elk Grove

GOAL EEG-4: ADEQUATE PUBLIC SERVICES AND PROTECTION

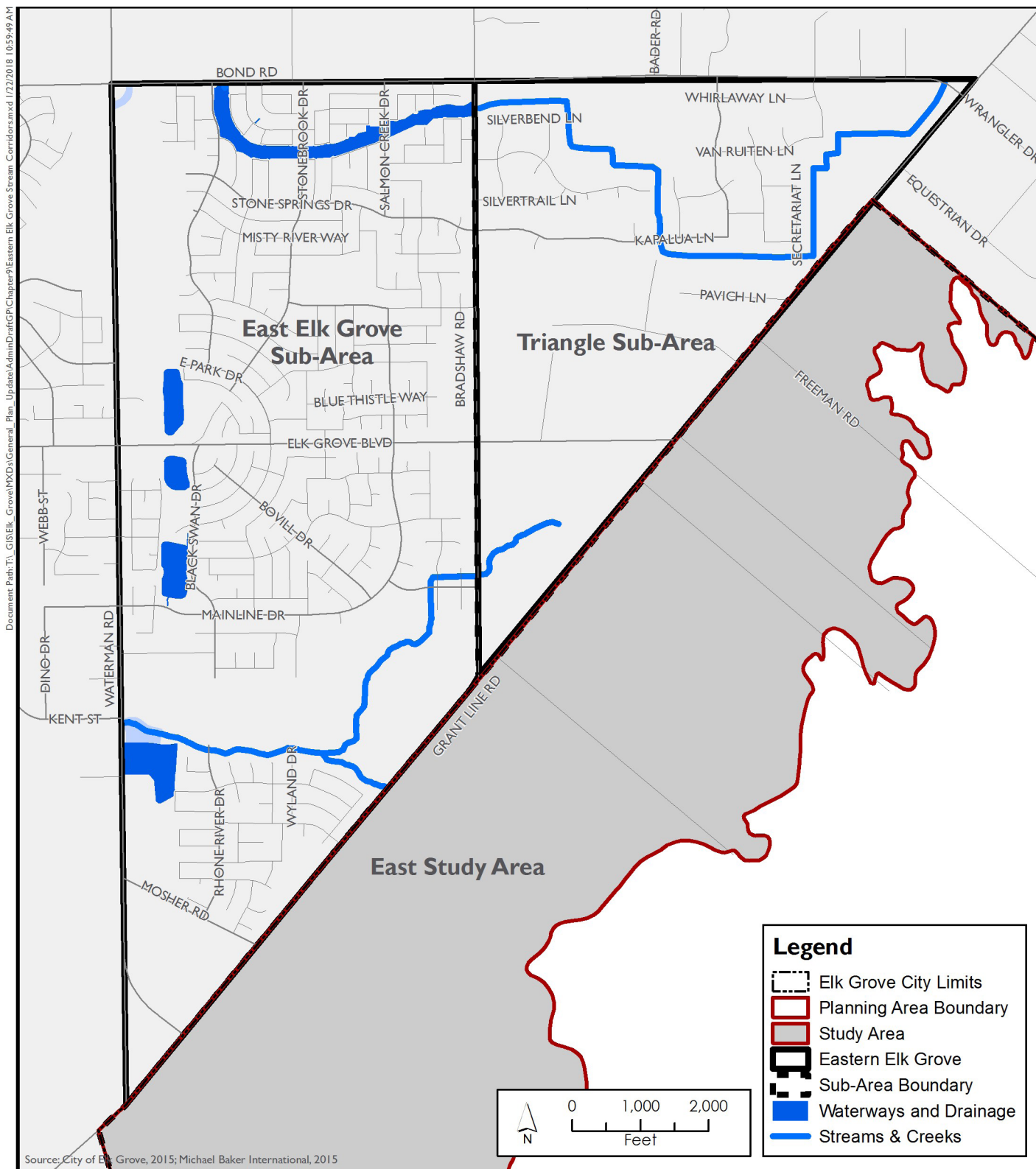
The existing and planned facilities identified in the Community Plan are to be provided to serve the Plan Area and surrounding properties with an adequate level of parks, recreation, and fire protection.

POLICIES: PUBLIC SERVICES

Policy EEG-4-1: Cooperate with the CCSD to ensure the provision of fire protection services and facilities within the Community Plan area, including the development of a fire station on Bradshaw Road, are at a level sufficient to address public health and safety needs.



FIGURE EEG-2:
MAJOR STREAM CORRIDORS AND DRAINAGE FEATURES





- Policy EEG-4-2:** Provide park facilities and locations in conformance with the CCSD's Master Plan.
- Policy EEG-4-3:** Locate park facilities throughout the Community Plan area to maximize resident accessibility by active transportation modes.
- Policy EEG-4-4:** Encourage the incorporation of connections to and/or through parks throughout the bicycle, pedestrian, and trail network.
- Policy EEG-4-5:** Provide the number, type, design, and location of school facilities consistent with the Elk Grove Unified School District's Master Plan.

