

**Triangle SPA Update
Working Issues List**

The following matrix identifies issues and concerns that were raised during the September workshop. Relevant City/local, State, and Federal regulations relative to the issue/concern are outlined, and then possible solutions for discussion are presented.

Issue Topic	Discussion	Existing Relevant Regulations			Possible Solutions
		City/Local	State	Federal	
Agricultural Preservation	New development will create a conflict with existing agricultural uses. While the City has a "Right to Farm Ordinance," how will these potential conflicts be addressed?	<p>General Plan policy CAQ-4 provides that agricultural uses may continue "as long as individual owners/farmers desire." A Right-to-Farm ordinance has been adopted by the City (EGMC 14.05).</p> <p>The City has also adopted an Agricultural Disputes ordinance (EGMC 14.07), which provides a process for investigating complaints about agricultural activities and addressing potential public nuisance issues.</p> <p>The SPA has an existing 75-foot setback requirement for all structures along the exterior of a development project.</p>	The State promotes continued agricultural operations through a number of programs and policies, such as the Williamson Act.	No relevant regulations identified.	<p>The City's regulations protect legal rights to farm, but conflicts may still arise. Opportunities to limit the interface between incompatible uses through density, screening, and other design components should be considered.</p> <p>For example, the boundaries of the 1/3-acre area could be modified to not adjoin existing farming operations and for the 1-acre area to be retained in its place, similar to the feathering directed by the City Council on the Di Benedetto project site.</p> <p>The existing 75-foot setback (buffer) requirement could also be maintained. Additional requirements for landscaping this area to provide a visual screen and function as a sort of wind screen could be considered. The 75-foot setback was previously conditioned for both the Brownwood and Di Benedetto projects.</p>

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Water	Where is the water for the potential development coming from and how will it impact local groundwater resources, including impacts to existing wells?	<p>The City requires that development of less than 2 acres in size connect to public water.</p> <p>Public water service in the Triangle (or available to the Triangle) is provided by Elk Grove Water Agency (EGWA). The Triangle Area is served by Sacramento County Water Agency (SCWA) water purchased wholesale by EGWA. Sacramento County gets its water from a collection of surface and ground water sources in the County.</p> <p>SCWA has identified that while new growth has increased the demand for services, the average amount of demand has decreased as new State regulations on water efficiency have been implemented, including low flow water fixtures and water efficient landscaping.</p>	Among other things, the State has adopted minimum water efficiency standards for new construction, which apply to both fixtures and landscaping. The City works with EGWA to impose these requirements on new development.	No relevant regulations identified.	<ul style="list-style-type: none"> Continue to require public water connections for new development on less than 2 acres. Continue to impose water efficiency requirements on new development.

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Sewer	<p>While the regional treatment plant will have capacity for the potential development, what is the capacity of area trunk pipes for increased flow? What improvements have been completed and what still needs to be completed?</p>	<p>The Sacramento Area Sewer District (SASD) is the provider of sewer conveyance in City, including the Triangle Area. In 2010, they adopted an updated System Capacity Plan that documents what trunk improvements exist in the area and what facilities are planned.</p> <p>As of 2010, sufficient trunk lines existed to support the current development.</p> <p>According to the System Capacity Plan, additional sewer trunk lines will be necessary as development occurs along Elk Grove Boulevard and areas to the south. The immediate need is for a trunk pipe from the Triangle Area into East Elk Grove.</p> <p>At buildout of the area, including development south of Grant Line Road, a collection of gravity trunk lines will be required in the area.</p> <p>These improvements are funded solely by new development.</p>	<p>No relevant regulations identified.</p>	<p>No relevant regulations identified.</p>	<ul style="list-style-type: none"> New development will have to construct the improvements called for in the SASD System Capacity Plan.

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Storm Drainage	Existing properties must not be impacted by drainage from increased development.	<p>The General Plan includes policies that promote preserving and protecting natural resource areas. One of these is Policy CAQ-21, which requires a stream buffer zone along Elk Grove Creek. This buffer shall be a minimum of 50 feet from the centerline (100 feet total width) and include room for habitat and water quality features.</p> <p>The City requires that new development not increase the flows off-site beyond the historic levels. For example, if the amount of flow off a property in a 10-year event is 10 cubic feet per second (cfs), the post project condition would have to maintain the same level or less. If the 100-year event was 20 cfs, that level would have to be maintained.</p> <p>Additional details on storm drainage management are provided in the City's Storm Drainage Master Plan</p>	<p>A State Fish and Game Code Section 1602 Streambed Alteration Agreement is required for any changes to the bed, channel, or bank of any river, stream, or lake.</p>	<p>The Clean Water Act provides for permit/approvals from the Army Corps of Engineers and the US Fish and Wildlife Service for changes to Waters of the United States (WOUS). Fill or cut within Elk Grove Creek and some roadside ditches may trigger the need for a permit.</p> <p>Impacts to habitat and WOUS may require mitigation at ratios established by the Army Corps and Fish and Wildlife Service.</p>	<p>New development must be designed to control storm water runoff from the property. The existing SPA includes information on the existing topography and drainage conditions (from 2004) and a list of design requirements for new development (page 54). The SPA generally describes storm water flows from the Di Benedetto property and ditches on the north side of Elk Grove Boulevard going south to Elk Grove Creek.</p> <p>Drainage improvements within the area south of Elk Grove Creek require a detailed drainage study as part of future development proposals and must be consistent with the General Plan and the Storm Drainage Master Plan.</p> <p>As part of the preservation of the Elk Grove Creek corridor, development can also take advantage of existing General Plan policy (CAQ-7) allowing clustering. Under this policy, the gross density of the development would remain the same, but some smaller lot sizes would be allowed.</p>
Schools	The additional development of this area will impact school capacity in the area. Will this new development provide additional school facilities?	<p>Elk Grove Unified School District (EGUSD) is impacted. The City and EGUSD work to site new school sites as necessary. Elementary school sites are typically 10 net acres in size.</p> <p>A new school has been identified in the East Elk Grove area that could provide service to the Triangle Area. The timing on site acquisition and construction is unknown as is reliant to State bond funds becoming available.</p>	<p>State law regulates class sizes and the State Architect permits new school construction and site selection. Any new EGUSD facility is subject to State permitting. A large portion of school facility construction is funded by State Bonds.</p>	<p>No relevant regulations identified.</p>	<p>The City will work with EGUSD to confirm that the current planned school site in East Elk Grove is sufficient to address the projected student population, or if a new school site is required.</p>

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Parks	New residences in the Triangle Area will increase the need for parks. How will this be addressed?	<p>The City requires new parkland to be provided at a ratio of 5 acres / 1,000 residents based upon the latest Census data for household size.</p> <p>The City and CCSD have a Parks and Recreation Master Plan that includes siting criteria for new park facilities.</p>	The State limits cities from requiring more than 5 acres of parkland / 1,000 residents.	No relevant regulations identified	<p>A new local park site may be required in the area south of Elk Grove Boulevard. The SPA update may do one or more of the following:</p> <ul style="list-style-type: none"> Identify if one or more sites should be provided. Approximately how large each site(s) should be. <p>Prioritize the location of the park and its characteristics (e.g., smaller local-serving park, larger neighborhood-serving park).</p>
Public Safety	Increases in population/density will result in increases in police and fire service needs. How will the proposed development address this?	<p>Police services are provided from City Hall and City Corp Yard. No new police facilities sites are required, though existing facilities do need to be expanded as the Citywide population increases. New residential development pays impact fees for new facility construction and purchase of new equipment. New residential development also pays annual assessments towards police services, which goes towards hiring new officers and support staff.</p> <p>Fire services are provided by CCSD fire. A new station is planned along Bradshaw Road just north of Grant Line Road. The timing of the facility is unknown and is dependent on the rate of development in the area. New residential development pays impact fees for new facility construction and purchase of new equipment. New residential development also pays annual assessments towards fire services, which goes towards hiring new staff.</p>	No relevant regulations identified.	No relevant regulations identified.	<ul style="list-style-type: none"> The Police Department has not identified a need for additional facilities. Additional equipment and staff will be acquired as development occurs City-wide based upon the collection of impact fee and property tax revenue. CCSD Fire has identified the need for a new station on Bradshaw just north of Grant Line Road (west side). The site was acquired in 2010 and will be constructed once sufficient homes are built in the area to support station staffing. CCSD has specifically identified that the station likely would not be constructed until development occurred south of Grant Line Road.

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Traffic	<p>New development will create additional traffic that will cause congestion on area roadways. Roads may need to be expanded to support this development.</p> <p><i>See additional issues below on roadway design and how it impacts community character.</i></p>	<p>The City has adopted a Roadway Sizing plan that calls for certain roadways to be widened as development occurs. Fees are collected from new development to finance these improvements (the Roadway Impact Fee). These fees are sometimes used to match grant funds from the State or Federal Government to address critical needs.</p> <p>Additionally, based upon the level of development occurring on a given property, that project may be required to construct certain roadway improvements, including new lanes, signals at intersections, and new turn pockets. The amount of improvement required and the timing is determined through a traffic study performed during the development review process.</p>	No relevant regulations identified.	No relevant regulations identified.	<p>Congestion on roadways within the Triangle Area will occur regardless of changes in density in the SPA because development will be occurring in other areas of the City and County.</p> <p>Roadways should be designed to address access concerns and limit or prohibit cut-through traffic within neighborhoods. Arterials and collectors (e.g., Elk Grove Boulevard, Bond Road) must still provide broad access. <i>See additional issues below on roadway design and how it impacts community character.</i></p> <p>The SPA may address the types of improvements required, including roadway widening, signalization of intersections, and other elements. The timing of these improvements will depend on the sequence of development.</p>

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Property Access	There are a number of existing homes, particularly north of Elk Grove Boulevard, which will likely remain in the future. How will access to these properties be impacted by the new development and how will this impact be addressed?	<p>The City requires that minimum access to existing properties be maintained as a result of new development. The design of each access must be reviewed and approved by Public Works to ensure safe vehicle operations. In some instances this may mean that existing left turn movements may be restricted or eliminated as development occurs. The design of all public improvements must be in conformance with the City's Improvement Standards.</p> <p>For properties along Grant Line Road, access restrictions and design will be subject to the Capital Southeast Connector Joint Powers Authority Design Guidelines. Most left turn access will be removed as the Connector is constructed; right turn access will likely be consolidated.</p>	No relevant regulations identified.	No relevant regulations identified.	<p>For properties along Elk Grove Boulevard, it may be practical to add a center turn lane, maintaining existing left-turn access into driveways and private drives. This would also provide additional space for right-turn movements out of driveways, helpful with trailers.</p> <p>Along Grant Line Road, existing access at Pavich and Jetmar (as well as at other private drives) will likely become right-in/right-out only. The reconstructed intersections at Bond Road and Elk Grove Boulevard would allow for U-turn movements.</p> <p>Along Bond Road, most existing access would remain. In certain locations, driveways may need to be consolidated when directly adjacent to each other. Given the existing trees along the southern edge of pavement a center turn lane may not be feasible in all areas. Staff has prepared a concept design for discussion; however, a more detailed engineering study is required.</p>

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<p>Street Design Sidewalks, lighting, landscaping</p>	<p>Will sidewalks and street lights be required for all new street construction? What types of landscape improvements will be required? Will drainage be in a ditch or gutter? This area has rural characteristics that need to be reflected in the ultimate design.</p>	<p>The City maintains Improvements Standards for typical roadway design. Based upon the functional classification of the street, various aspects of the design will vary, including lane widths, drainage design, and levels of lighting. Deviations from the standards may be approved based upon community character and sound engineering.</p> <p>For example, in the Sheldon area, new streets do not include sidewalks. Where existing or future trails or pedestrian corridors cross roads (such as at the new Sheldon/Waterman roundabout), curb ramps and tactile strips are required. Generally, lighting in the rural area is limited to intersections and provided only for pedestrian safety.</p> <p>Landscaping improvements are variable and depend on the street characteristics and local context.</p>	<p>State law requires that the City provide “complete streets” that accommodate a variety of travel modes, including automobile, bicycle, and pedestrian.</p>	<p>Federal law requires that any pedestrian access be accessible to people with disabilities. This triggers the need for curb ramps and tactile warnings at intersections.</p>	<p>Sidewalks Along Bond, Elk Grove Boulevard, Bradshaw, and Grant Line Road, sidewalks along at least one side may be necessary for general pedestrian circulation.</p> <ul style="list-style-type: none"> • Along Bond Road, this can be along the south side, consistent with existing improvements • Along Bradshaw Road, this can be along the west side, consistent with existing improvements. • Along Grant Line, this will be along the west side, consistent with the JPA’s design standards. • Along Elk Grove Boulevard, the south side may be appropriate because there are fewer driveways/conflict points. • Within subdivisions a safe pedestrian area should be provided. <p>Lighting Lighting can be restricted to the intersections only. The design and scale of the lighting can be reviewed to minimize spill.</p> <p>Landscaping Any landscaping provided between the road and adjoining properties would including trees, shrubs, and groundcover and would focus on native plantings that are drought tolerant. Opportunities for providing visual screening would be considered as part of plant selection as the final design is prepared. The design standard for this area can also be increased.</p> <p>Drainage Unless otherwise required for engineering reasons, drainage within interior streets would occur through road-side ditches. Along arterial roads (e.g., Elk Grove Boulevard, Bradshaw Road) curb and gutter may be necessary but can be limited.</p>

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Noise/Sound Walls	<p>The City requires new residences to be screened from roadway noise. Typically, this is accomplished with a sound wall between the home and the roadway. Sound walls are not consistent with the aesthetic character of the area. Therefore, how will this be accomplished?</p>	<p>The City requires that outdoor activity areas of residential development (typically, the backyard) no be exposed to more than 60 decibels (dB) of sound from transportation noise sources, such as roads. In some instances, this can be increased to 65 dB. For most roadways, this level of noise attenuation can be achieved through a 6-foot tall masonry wall, berm, or combination of the two. A masonry wall has a small footprint, whereas a berm requires a 3:1 or 4:1 slope, encompassing a larger land area.</p> <p>In the past the City has waived the requirement for a wall or berm, principally in the Sheldon area, where the home is oriented to screen the backyard from the roadway noise.</p> <p>For the Di Benedetto and Brownwood projects, berms were approved along Grant Line Road and Elk Grove Boulevard.</p>	<p>No relevant regulations identified</p>	<p>No relevant regulations identified</p>	<p>Di Benedetto was previously approved with a 6-foot high berm along its Grant Line Road frontage and this is partially constructed. This berm has a total width of 36 feet. A fence was proposed at the top of the berm.</p> <p>Brownwood Estates was also approved with a 6-foot high berm along Elk Grove Boulevard, with a 6-foot tube-steel fence at the top.</p> <p>Along Bradshaw Road, there is an existing wall at the northern end as part of the Silvergate/Kapalua developments. If the area south of Kapalua to Elk Grove Boulevard further develops, it may be appropriate to extend this wall. South of Elk Grove Boulevard is the veterinary hospital and the school. These establishments will not require a wall or berm. South of the school, it may be appropriate to construct a wall for consistency with the development to the west across Bradshaw.</p> <p>The approved design for Grant Line Road shows a "Fence/Sound Wall" behind a 36-foot landscape corridor. A berm is not shown.</p>

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House Scale and Setbacks	Development in the Triangle should be consistent with the more rural character, including larger setbacks and reduced house massing.	<p>The existing SPA contains three sets of standards as follows:</p> <ul style="list-style-type: none"> All new development shall provide a 75-foot perimeter yard setback area that is free of structures. This applies to the perimeter of the subdivision. For lots in Silver Gate, Kapalua, and Van Ruiten, interior setbacks are 20 feet in the front, 25 feet in the rear, 5 feet on the side, and 12.5 feet on the street side. Maximum height allowed is one story or 25 feet. For all other lots, interior setbacks are 20 feet in the front, 25 feet in the rear, 10-15 feet on the side (depending on structure height), and 12.5-15 feet on the street side (depending on the structure height). For lots more than 2-acre, two story homes are allowed to a maximum of 30 feet. For lots on less than 2 acres, maximum height is one story or 25 feet. <p>Additionally, the SPA limits site coverage for all structures to a maximum of 20% of the lot area. Note, under current definitions, structures include patio covers, pools/spas, play equipment, gazebos, and fountains.</p>	No relevant regulations identified	No relevant regulations identified	<p>The existing 75-foot perimeter setback area should be discussed. Should it be retained for all areas or just adjacent to existing development?</p> <p>The existing development standards for Silver Gate, Kapalua, and Van Ruiten should be retained; however, the maximum site coverage may be revised. Some existing lots are developed with 25-30% coverage.</p> <p>New standards need to be prepared for the 1/3-acre and 1/4-acre lot types. Since this a density calculated on the gross acre, net lot area will likely be in the following ranges:</p> <ul style="list-style-type: none"> 1/3-acre lots: 10,000-12,000 square feet 1/4-acre lots: 8,500-10,000 square feet <p>Staff is working on drafting setback standards for these lot sizes. Reduced lot sizes will require increases in the allowed lot coverage, perhaps as high as 50%.</p> <p>The City can also look at increased architectural design standards to address quality concerns.</p>