



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). 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

SEPA is approximately 840 acres and is surrounded by several major existing and planned roadways. Kammerer Road is planned as a four to 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/ high-frequency transit service is planned to extend from Cosumnes River College, along Big Horn Boulevard, through SEPA.

It is also important to note the presence of Shed C drainage channel. This drainage channel takes stormwater from the Livable Employment area and the detention basin on the Sterling Meadows property (South Pointe Policy Area) and carries it to the Stone Lakes National Wildlife Refuge. The man-made Shed C drainage channel has historically served 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. With the creation and adoption of the Livable Employment Area (which abuts and was created, in part, from SEPA), these Principles and policies have been comprehensively updated.

VISION STATEMENT

The primary objective for SEPA is to provide a transition in density and intensity of development from the traditional suburban residential neighborhoods to the north (e.g., Laguna Ridge) to the Livable Employment Area to the south and east. 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.

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 for varying and increasing intensity and density of land 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. Locate the community core along the Shed C Channel between Big Horn Boulevard and Lotz Parkway 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.

- 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.

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.



Community Trail



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 during the transition from rural to urban/suburban uses.
- Create a plan compatible with adjacent Plan Areas. Accommodate connectivity of roadways, pedestrian and bicycle access, and recreation facilities across Plan Area boundaries.

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*.



Trail in Residential Neighborhood



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.

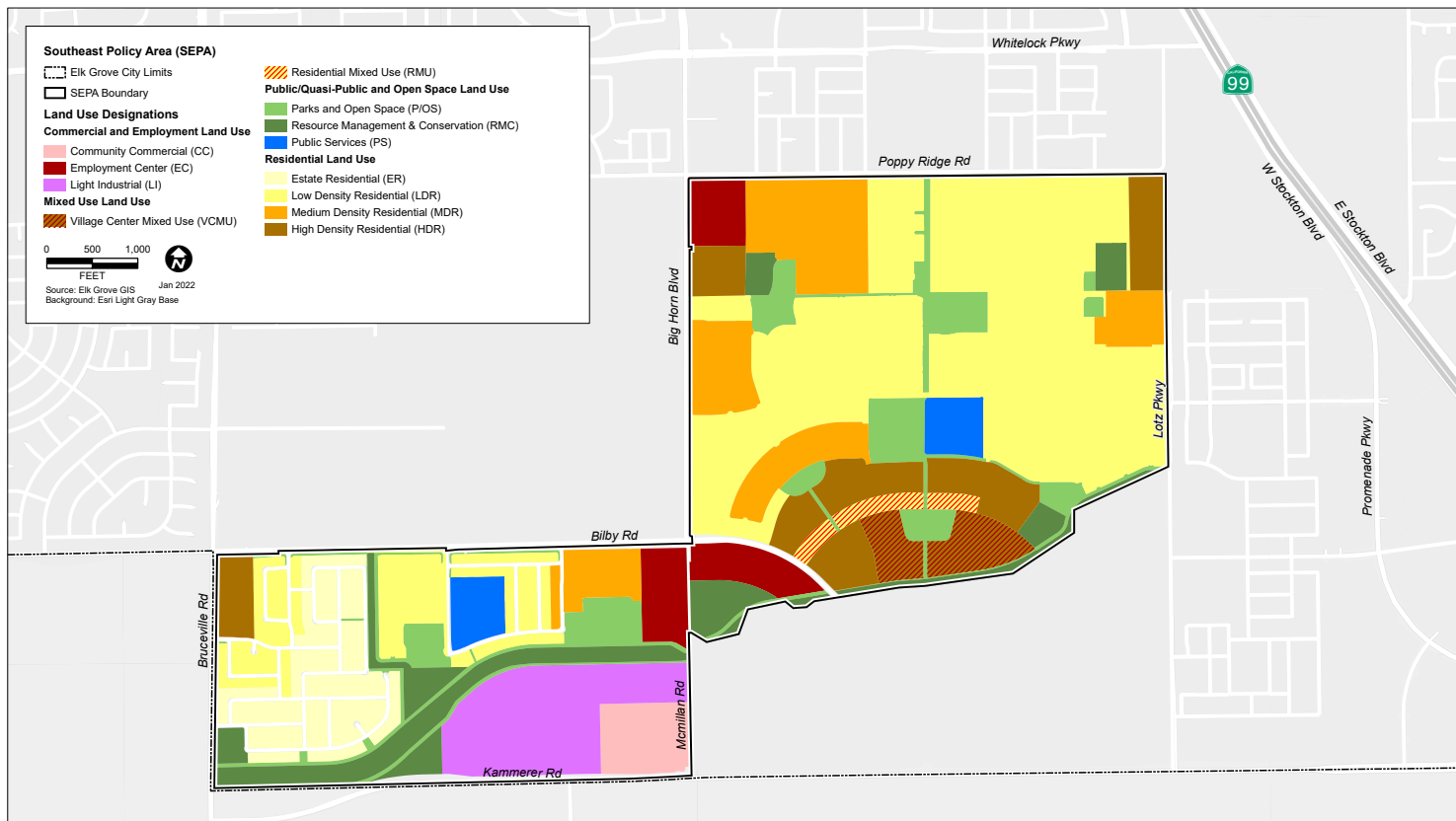
GOAL SEPA-1: AN EFFICIENT ROADWAY NETWORK

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.

FIGURE SEPA-1:
SOUTHEAST POLICY AREA LAND USE MAP





- 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., bus to light rail).

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

POLICIES: CONSERVATION AND AIR QUALITY

Policy SEPA-2-1: Ensure that the reconstruction 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.

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

GOAL SEPA-3: A WIDE RANGE OF HOUSING TYPES

POLICIES: HOUSING

Policy SEPA-3-1: 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-3-2: 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.

Policy SEPA-3-3: 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-4: QUALITY DEVELOPMENT

POLICIES: LAND USE

Policy SEPA-4-1: Ensure that development in the Plan Area is of quality architectural character and contributes to a positive image of the City.

Standard SEPA-4-1.a: All development shall comply with the requirements of the Architectural Style Guide for SEPA to the satisfaction of the City.

Standard SEPA-4-2.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-4-3: Make certain that the heart of 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-4-6: Ensure that retail uses located in the Village Center Mixed Use designation are complementary to adjoining plan areas.



Example of Residential Development



GOAL SEPA-5: ACCEPTABLE NOISE LEVELS

POLICIES: NOISE

Policy SEPA-5-1: 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-6: A CONNECTED PARKS, TRAILS, AND OPEN SPACE NETWORK

POLICIES: PARKS, TRAILS, AND OPEN SPACE

Policy SEPA-6-1: Develop an off-street trail network that connects employment and residential areas with parks, school, mixed-use, and commercial-service areas.

Standard SEPA-6-1.a: Backbone trail facilities shall be constructed concurrently with backbone infrastructure (e.g., roadway) facilities.

Standard SEPA-6-1.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. Specifically, the trails along Shed C shall be grade separated where they cross Big Horn Boulevard and Bilby Road.

Policy SEPA-6-2: Require that parks are provided in the SEPA at a minimum of 5 acres of park land per 1,000 residents.

Policy SEPA-6-3: Ensure that parks are developed as an integral part of the community.

Standard SEPA-6-3.a: Parks shall be 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-6-3.b: Parks and open space areas shall be linked by a public pedestrian and bicycle circulation system.

Standard SEPA-6-3.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-6-3.d: Parks shall be designed, and features within them oriented, to minimize noise and visual impacts on adjoining development.

Standard SEPA-6-3.e: Where parks are adjacent to drainage corridors or parkways, require the park to include pedestrian connections to these facilities.

Standard SEPA-6-3.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-6-3.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-6-3.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-7: AN AREA-WIDE INFRASTRUCTURE SYSTEM

POLICIES: PUBLIC FACILITIES AND FINANCE

Drainage

Policy SEPA-7-1: Establish an area-wide drainage infrastructure system, consistent with the Citywide Storm Drainage Master Plan, which reflects natural ecological and hydrological systems.

Standard SEPA-7-1.a: New development shall implement the Drainage Master Plan.

Policy SEPA-7-2: 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-7-3: Ensure that adequate drainage facilities are in place and operational concurrent with each new increment of development.

Infrastructure Financing

Policy SEPA-7-4: Support financing opportunities for public infrastructure across the Plan Area.

Policy SEPA-7-5: 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.



Off-street Trails

Valuing Public and Quasi-Public Lands

Policy SEPA-7-6: 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-7-7: Support the efficient and timely development of water and sewer infrastructure in the Plan Area.

GOAL SEPA-8 SUSTAINABLE DESIGN

POLICIES: SUSTAINABILITY

Policy SEPA-8-1: 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:



Designated Areas for Channels and Detention Basins in Elk Grove

- 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.
- Features that reduce the Urban Heat Island effect, including cool roofs, walls and pavement, locally appropriate green roofs and walls, and shading.



RURAL AREA COMMUNITY PLAN

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.

Rural Elk Grove

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.

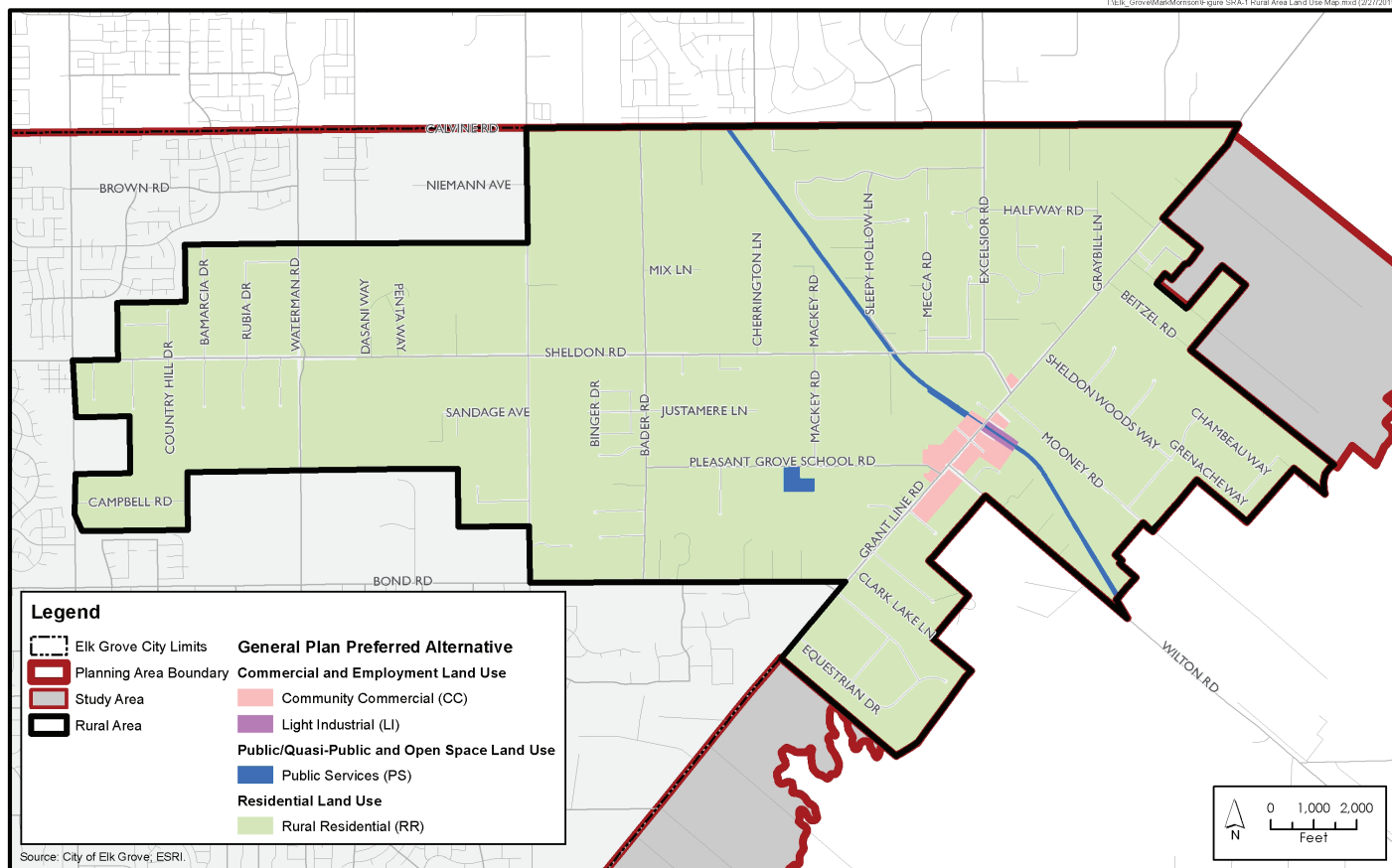
GOALS AND POLICIES: RURAL AREA

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.

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

T:\Elk_Grove\Map\Information\Figure SRA-1 Rural Area Land Use Map.mxd (2/21/2019)





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.

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.

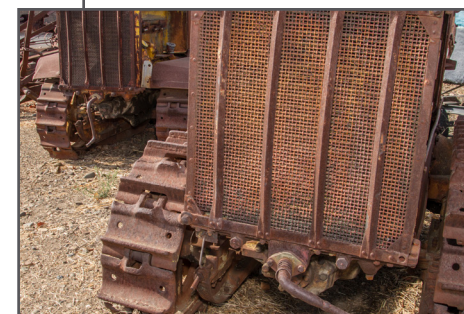
Policy RA-1-7: Promote community engagement with agriculture activities in the Rural Area and the broader community. Promotional activities may include farmers markets, community gardens, harvest events, farm-to-fork dining events, or educational events.



Example of the Rural Area



Example of the Rural Area



Rural Elements



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.



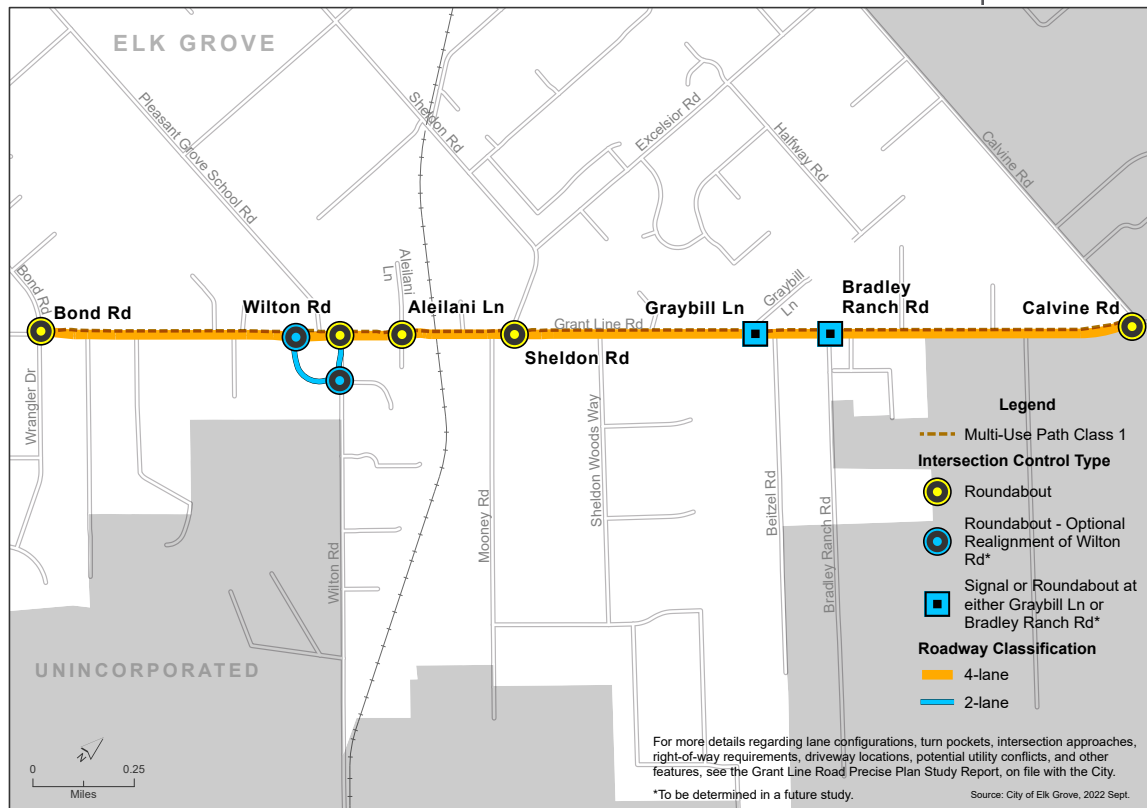
GOAL RA-3: CONTEXT-SENSITIVE MOBILITY

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.

FIGURE RA-2: GRANT LINE ROAD PRECISE PLAN





Policy RA-3-4: Improvements to Grant Line Road shall implement the Grant Line Road Precise Plan, as illustrated in Figure RA-2, which implements regional planning activities and projects, including the Capital SouthEast Connector. These improvements support 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.

**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	669	4,416
Triangle ¹	297	769	1,066
Total	4,044	1,438	5,482

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

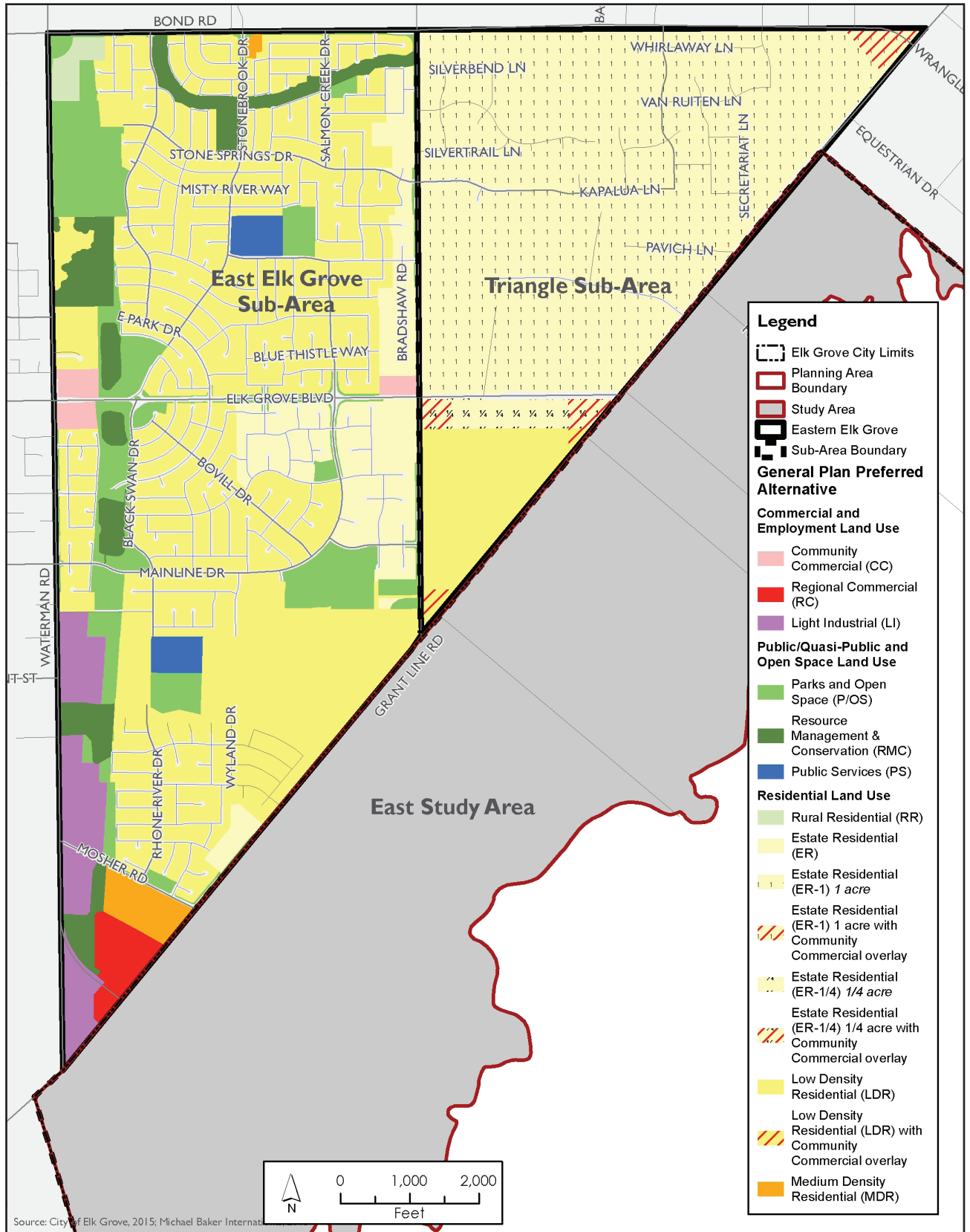
POLICIES: COMMUNITY PLAN LAND USE AND CHARACTER

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.

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.



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



Source: City of Elk Grove, 2015; Michael Baker International



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.

GOAL EEG-4: ADEQUATE PUBLIC SERVICES AND PROTECTION

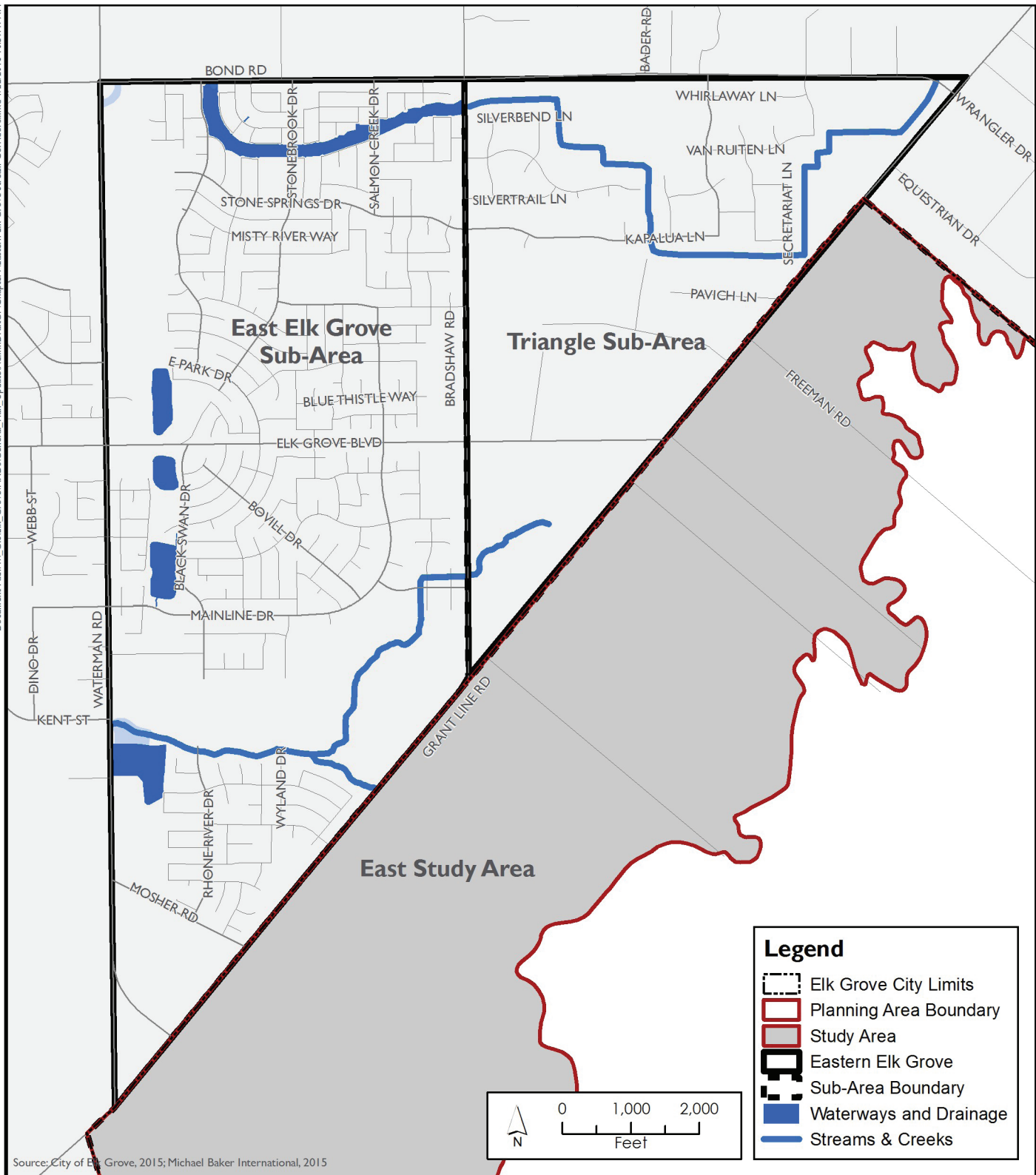
The existing and planned facilities identified in the Community Plan are to be provided to serve the Plan Area and surrounding properties with an adequate level of parks, recreation, and fire protection.

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.
- 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.



FIGURE EEG-2:
MAJOR STREAM CORRIDORS AND DRAINAGE FEATURES





THE LIVABLE EMPLOYMENT AREA COMMUNITY PLAN

In 2019, the City Council directed staff to study how to leverage the value of a planned new thoroughfare, Kammerer Road, beyond its ability to carry vehicle traffic, but to lay the foundation for economic development in the form of a 21st century employment center. The charge was to connect transportation with land-use planning and design in recognition that the most economically, socially, and environmentally successful communities, are walkable and contain a mix of uses. There is a reason that the regions of the country leading the world in venture capital funding are walkable urban places. In the old, auto-dominated model, one drives from one business park to the next. However, in livable employment centers, everything is happening within a 1-mile radius. Technology investors have argued that it's about running into people and building relationships, because people want to work with and invest in people they know and trust.

The Kammerer Road and Promenade Parkway corridors provide an opportunity to develop a walkable, urban area for Elk Grove. Roadway facilities can be reimaged as more than traditional arterials and collectors, to a more finely grained network providing a higher density of intersections which is more typical of high-value, walkable urban communities. The reconstruction of Kammerer Road as urban avenue provides an opportunity for the City to advance these initiatives by targeting them toward the type of employment centers that will appeal to companies and employees participating in the knowledge economy of 21st century.

PLAN SETTING AND RELATIONSHIP TO OTHER PARTS OF THIS GENERAL PLAN

The Livable Employment Area encompasses approximately 1,150 Acres. It includes some areas that were previously part of the Southeast Policy Area (SEPA), as well as areas that were previously part of the South Pointe Land Use Policy Area and the Lent Ranch Marketplace Policy Area. It also overlays a portion of the South Study Area; as this area develops, future land plans will incorporate the planned land uses and circulation system.

The land plan, as shown in Figure LEA-1, is developed using the urban planning concept of the Transect. The Transect defines a series of zones that transition from sparse rural farmhouses to the dense urban core (Figure LEA-2). Each zone is fractal in that it contains a similar transition from the edge to the center of the neighborhood. For the Livable Employment Area, Transects T-3, T-4, and T-5 have been selected. An additional T-3R has been created, which leverages the density and street structure of the T-3 but focuses the uses on more residential activities. The basic uses and densities/intensities for these Transects are described in Chapter 3 (Planning Framework) and will be implemented in a new Special Planning Area document, adopted as part of the City's Municipal Code.

Utilizing the Transect, the land plan is organized around four centers. Each center is defined with higher densities/intensities of uses (typically T-4 and T-5), with the areas between centers having relatively lower intensities (T-3 and T-3R). The character



of each center is defined by both the assemblage of diverse and dense land use and the features of the public realm, including plazas, parks, and other gathering spaces and access to public transit (typically light rail/high-frequency transit or, in some instances, traditional or other bus service). The location of the centers is shown in Figure LEA-3.

GUIDING PRINCIPALS

VISION STATEMENT

The primary objective for the Livable Employment Area is to create a physical environment that supports the growth of 21st century employment opportunities. The epicenters of advanced research and application of the sciences and technologies that will survive through the 21st Century and beyond must be set in a walkable, exciting, vibrant community with great quality-of-life amenities that will attract and retain the best and the brightest in their respective disciplines.

To that end the Livable Employment Area will be a place where:

- Venture capitalists, technology entrepreneurs and creative engineers and designers can mix and network.
- Inventors and entrepreneurs can walk or bike to work, or lunch, and enjoy the cultural amenities of the immediate neighborhood, the City, or the region.
- Artists, architects and other designers mix with one another as well as technology

FIGURE LEA-1: LOCATION AND LAND PLAN FOR THE LIVABLE EMPLOYMENT AREA COMMUNITY PLAN

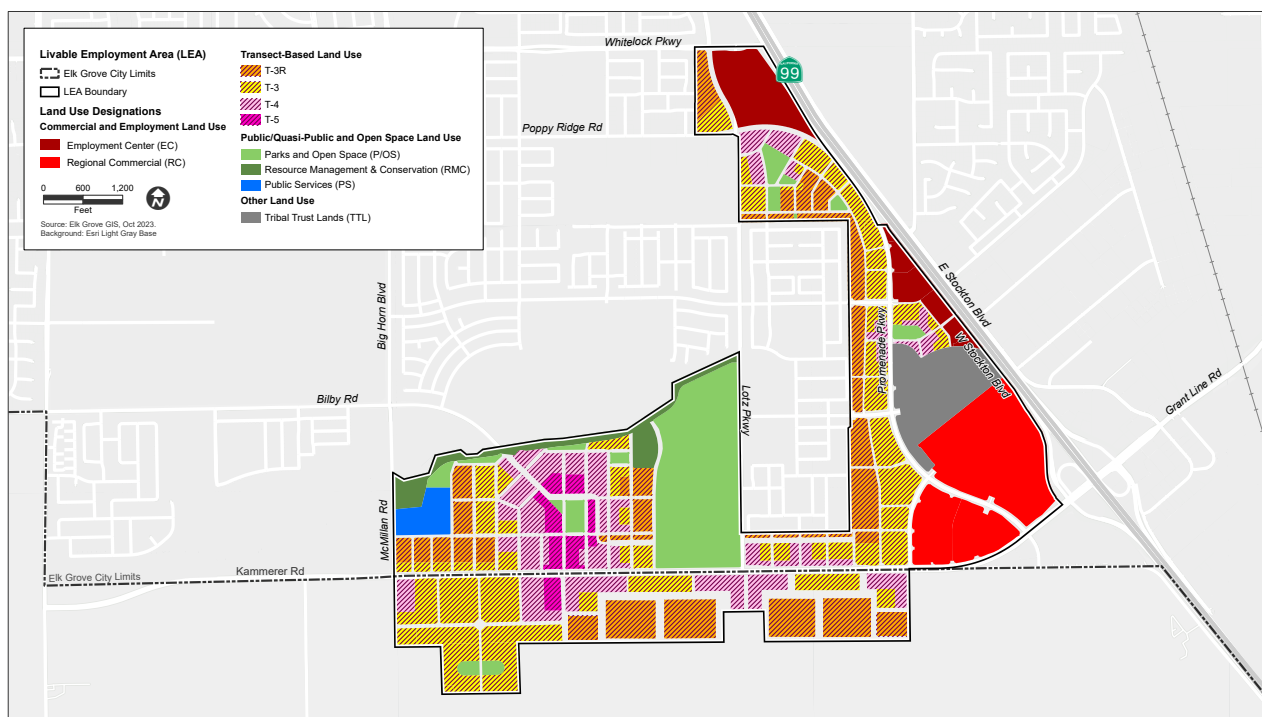
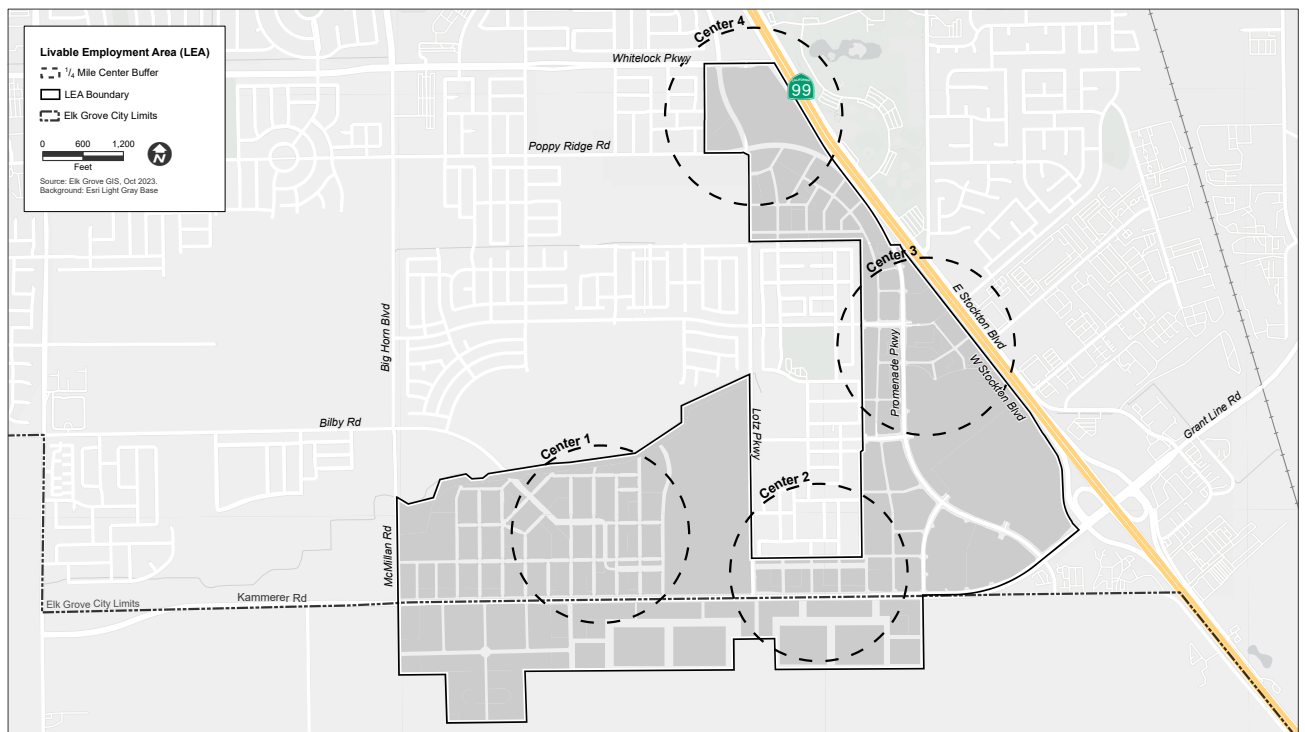




FIGURE LEA-2: TRANSECT OF URBANISM



FIGURE LEA-3: CENTER LOCATIONS



professionals to inspire and be inspired.

- Old and young can easily access public squares, greens, and parks and trails.
- A variety of mobility options allow for ease of movement within the area to the region at large.
- Neighborhood streets (inclusive of the roadways and adjoining sidewalks and bike



lanes/facilities) are valued beyond their ability to carry traffic. These elements of the public realms serve as significant urban places in and of themselves, because they are where neighbors, friends, and colleagues meet and socialize. They are supported with sidewalk cafes, lively plazas, and restful parks.

GUIDING PRINCIPLES

The following principles outline an overarching development framework for the Livable Employment Area

I. Urban Design/Public and Private Realm Design:

- Create neighborhoods with distinct and differentiated centers.
- Encourage mixed-use development patterns - both horizontal and vertical mixes – to bring daily necessities within an easy walk of many residents, reducing stress on transportation systems.
- Multi-modal connectivity between adjoining neighborhoods and activity centers is key to unlocking the value of mixed-use infill development, which builds value by offering convenient access to nearby jobs, housing, recreation and commercial amenities.
- Emphasize Place-making by carefully coordinating public circulation and open space networks with existing and new private development, allowing each new increment of development to add value to surrounding, connected neighborhoods and properties.
- Create new local street networks and walkable block structures within the existing large parcels.
- Ensure that new development fronts those streets with human-scale, pedestrian-oriented frontages.
- Encourage shared parking arrangements at various scales for different mixes of uses.
- Refine the design of Kammerer Road itself to increase its compatibility with each of the subareas through which it passes.

II. Land Use

- Locate the four-new centers around future transit stations (LRT or Bus) and implement principles of Transit Oriented Development (TOD) around these Station Areas. TOD is a growth strategy whose ultimate objective is to bring people and businesses close enough to transportation options so that people utilize transit from home to work, to school, to shopping, and to recreational opportunities.



- Create a range of densities (both housing and commercial) at each Station Area, which will allow new development to meet varying market conditions. The range of densities should be developed on a graduated scale from the center of a station area to its edge, known as the Transect of Urbanism. This shall be the basis for Zoning Regulations governing this area.
- The Livable Employment Area is diverse and includes a mix of places to work, live, learn, shop and play – all within a walkable area. These mixed use communities will be more resilient and engender collaboration – one of the hallmarks of the modern employment center. Diversity can exist along a cross-section of an entire Neighborhood regardless of who owns which parcel of land or even when it is developed. In other words, not every building needs to be mixed-use for the diversity of a neighborhood to emerge.

II. Circulation

- Organize neighborhoods around centers, at which future light rail/high-frequency transit stations or feeder bus stops are located.
- Develop Kammerer Road as a Urban Avenue.
- Implement a Circulation Plan that
 - Promotes higher rates of walking, bicycling, and transit than other parts of the City.
 - Incorporates safety features and design elements that recognize safety as more important than speed.
 - Includes safe spaces for all users (e.g., pedestrians, cyclists, transit, motorists).
- Connect Kammerer Road to an adjacent street grid that features an interconnected pattern of neighborhood streets and walkable blocks. Ensure that intersection density achieves at least 150 intersections per square mile.
- Create “complete streets”, which are designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.
- Provide links to larger regional trail and bicycle networks. Include infrastructure to accommodate ride-, bike, scooter-, and carsharing.
- Create the occasional “pedestrian priority streets”, a shared street characterized by narrow widths, and absence of curbs and sidewalks. Vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street



- Designated Bike Lanes. Protected lanes for cyclists mean safer roads for people on bikes and people in cars and on foot which consequently motivates residents and workers to cycle more often.

II. Environmental Sensitivity

Seek to achieve carbon neutrality in development through efficiency and moderation in the use of materials, and energy. Utilize a conscious approach to energy and ecological conservation in the design of the built environment.

- Development within the Plan Area should incorporate the latest in blue/green infrastructure. Examples include stormwater management that captures and treats rainwater before releasing to a storm drain system. This would include integrating storm water management into the design of streets and parking areas and even green roofs, where practicable.
- Implement the latest CalGreen Building Code requirements and any higher efficiency provisions of the City's Climate Action Plan. Support solutions that provide renewable energy solutions at the district or Plan Area level.
- Streets should include native or adapted street trees as part of the infrastructure. Not only do these provide shade, thereby reducing the urban heat island effect, but they also help with the re-absorption of water into the ground for recharge while absorbing sediments and other pollutants.
- Emphasize the importance of natural daylighting in new construction, which not only provides many aesthetic and health benefits, but can lead to substantial energy savings.

II. 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 in the near-term and to minimize impacts upon these uses until they are ready to convert to urban uses.
- Provide for connectivity of roadways, pedestrian and bicycle access, and recreation facilities between the Plan Area and adjoining development.

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 Livable Employment Area is equally critical. The Livable Employment Area Land Use Map (**Figure LEA-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.



GOALS AND POLICIES: LIVABLE EMPLOYMENT AREA COMMUNITY PLAN

The following goals and policies apply to the Livable Employment Area Community Plan and are in addition to, and in support of, the Citywide policies and actions in the General Plan.

LEA-1: THE DEVELOPMENT OF FOUR MIXED-USE PEDESTRIAN-FRIENDLY CENTERS

POLICIES: CIRCULATION

Policy LEA -1-1: Identify a route close to Kammerer Road for an extension of the fixed route transit from Sacramento with at and at least two additional station locations.

Policy LEA -1-2: Identify at least two additional locations along or near Promenade Parkway for significant bus stops/transfer locations that define the locations of Centers 3 and 4.

Policy LEA -1-3: Within the Livable Employment Area construct Kammerer Road as a “urban avenue”/“multi-way boulevard”. See Figure LEA-4.

Standard LEA-1-3.a: The multi-way boulevard shall consist of two vehicular lanes in each direction (total of four lanes) and a 12’ median. Adjacent to and on each side of this roadway, construct a one-way slip lane to provide an attractive and pedestrian streetscape for residences and commercial activity.

Standard LEA-1-3.b: Design these slip lanes to have a low traffic speed/volume making them safe for a bike lane which should be buffered by a parking lane and tree lined sidewalks.

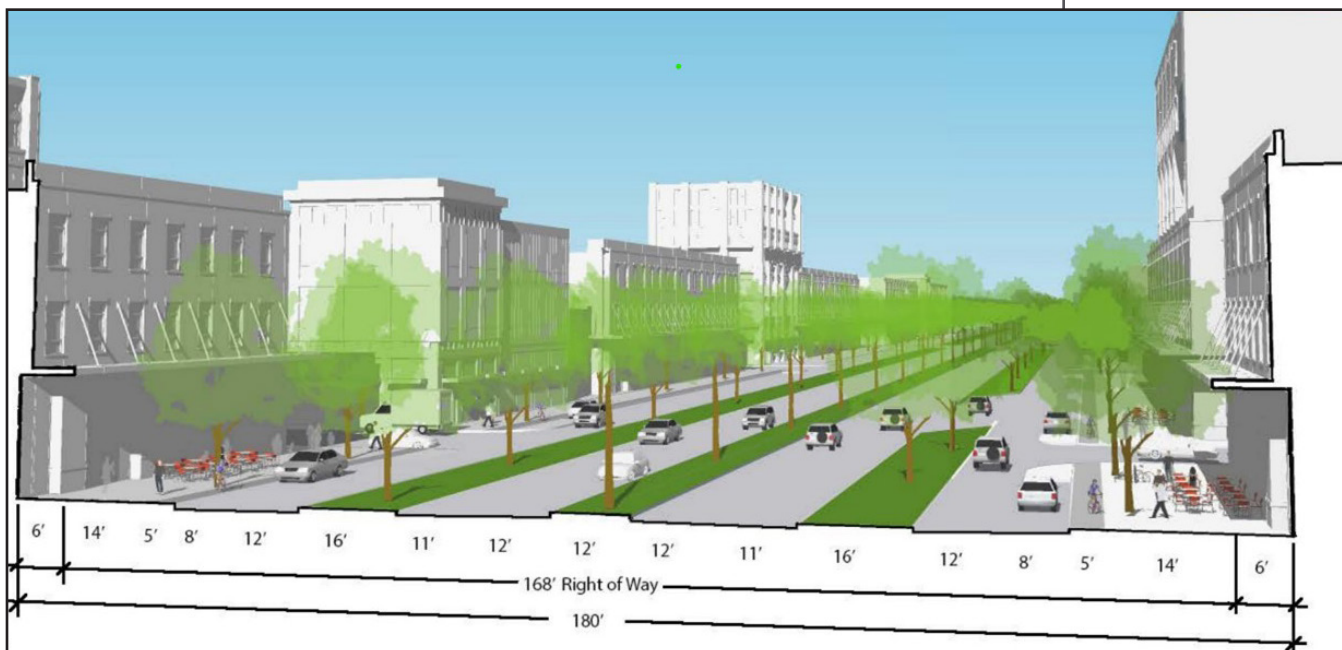
Standard LEA-1-3.c: Separating the slip lane from the main thoroughfare shall be a 16’ median allowing space for through traffic to merge into the slip lane, which in turn will provide access to local streets.

Policy LEA-1-4: The Livable Employment Area shall be developed with a grid of streets.

Standard LEA-1-4.a: New development shall be designed as part of the street grid and have an intersection density of no less than 150 vehicular intersections per square mile.



**FIGURE LEA-4: KAMMERER ROAD
URBAN AVENUE/MULTI-WAY BOULEVARD**



Standard LEA-1-4.b: Within each block, service roads, such as alleys, lanes, and driveways, as well as pedestrian and bicycle only passages should be provided. The combined number of vehicular street and non-vehicular (pedestrian passages) intersections should exceed 300 intersections per square mile.

Standard LEA-1-4.c: Establish and implement provisions for the phasing of the street grid system, including the use of Irrevocable Offers of Dedication to the City. Only allow for phased implementation where the ultimate right of way is secured as part of the first phase development and long-term implementation and construction is assured.

Policy LEA-1-5: Require that the street network be designed to define blocks whose perimeters (measured as the sum of all sides) should generally not exceed: 3,000 feet in T3 Zones; 2,500 feet in T4 Zones; and 2,000 feet in T5 Zones.

Policy LEA 1-6: Future development should be designed such that new streets intersect at other streets forming the street grid. Streets in new developments should connect to existing streets in existing development where at all possible.

Policy LEA 1-7: Require that large lot developments, such



What is a Form-Based Code?

A Form-Based Code is a type of development regulation that prioritizes the form of buildings, rather than the use within them. This contrasts with traditional zoning regulations, which tend to be more use-based.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

as shopping centers, be designed to allow transformation to the street grid standards in Policies LEA 1-3, and 1-4, over time. Drive aisles in shopping centers are to form part of the street grid and should be designed to meet the standards of city streets (with appropriate sidewalks and streetscape) so that parking fields can be converted to blocks with the drive aisles as streets

Policy LEA 1-8: Cul-de-sacs and other non-through streets (such as loop roads) should be minimized and used to accommodate specific site conditions only (e.g., abutting drainage facilities).

Policy LEA 1-9: Require that all new thoroughfares are designed under a “Complete Streets” policy consisting, generally, of vehicular lanes and Public Frontages (the latter of which will vary from street to street). Consider Class 2 or Class 3 bicycle lanes on all streets. The Public Frontage is an ensemble that is tailored to specific street types and includes sidewalks, curbs, planters, bicycle facilities, and street trees.

Policy LEA 1-10: Require that streets are designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Streets may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles.

Standard LEA-1-10.a: Vehicular lane width should generally not exceed 10’ in T-3 and T-4 zones, and 11’ in T-5 zones, except for the through lanes of Kammerer Road.

Policy LEA 1-11: A bicycle network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes should also be provided.

Policy LEA 1-12: Within the Transect Zones (T3 through T5), pedestrian comfort is a primary consideration of Street Design. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

Policy LEA 1-13: Within the Transect Zones (T3 through T5), pedestrian comfort is a primary consideration of Street Design. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.



LEA-2: LIVEABLE EMPLOYMENT AREA DEVELOPMENT

POLICIES: STRUCTURE AND ORGANIZATION

- Policy LEA 2-1:** Implement the recommended organization and structure of neighborhood areas and mixed-use centers in relation to Kammerer Road and Promenade Parkway and the existing and proposed street network development patterns as shown in Figures LEA-1, LEA-2, LEA-3, and LEA-4.
- Policy LEA-2-2:** Within the Livable Employment Area, established new zoning regulations that implement the Transect concept through a new Special Planning Area. The Special Planning Area shall be formatted as Form-Based Code, calibrated to the applicable transect zones to ensure that building form and placement, as well as the design of streets and public spaces support evolution of walkable, thriving, public realm.
- Policy LEA 2-3:** Identify the locations and characteristics of the four centers, including application of the Transect, proposed land use and circulation patterns, public space, and building forms.
- Policy LEA 2-4:** Center 1 is to be the most urban of all the centers, a high concentration of retail centers and offices as well as higher density residential development. Buildings will range from two to seven stories, though additional height may be allowed.
- Center 2 is to be considered the gateway to the Plan Area and contains the terminus station of the future light rail line. Development shall be transit-supportive, urban in style while providing a transition to the existing single-family neighborhood to the north.
 - Center 3 is to take advantage of the adjacent Sky River Casino and embrace surrounding development.
 - Center 4 has important streets connecting in it, including to State Route 99. This center will also have adjacent expansion opportunities.
- Policy LEA 2-5:** Residential development shall occur through building configurations and lot types that implement the intended urban form and character in terms of density/intensity, architectural design, and diversity of product (e.g., missing middle products including



bungalows, townhomes, duplexes, fourplexes, cottage courts, courtyard buildings; mid-rise residential; vertically-integrated mixed use) so as to result in a full spectrum of housing affordability options.

LEA-3: PARKING IS “RIGHT-SIZED” FOR FUTURE REQUIREMENTS

POLICIES: PARKING

- Policy LEA 3-1:** Utilize Transportation Demand Management solutions (TDMs) to reduce the requirements for parking particularly at employment centers including incentives for car-pooling, parking cash-out strategies, subsidized transit passes for employees and incorporating changing rooms with showers for employees who bike or who walk long distances to work.
- Policy LEA 3-2:** Minimize (or eliminate) off-street parking requirements. Parking maximums should be explored in future discussions as trends and paradigms evolve. Couple this with residential parking permits to ensure that on-street parking in residential areas is preserved for use by the residents. Consider phased reductions in parking requirements as densities increase over time.
- Policy LEA 3-3:** Where off-street parking requirements exist, consider creation of a fee in lieu system allowing developers to pay into a parking fund that will provide for the construction of centralized parking for common use.
- Policy LEA 3-4:** Un-bundle off-street parking from the land uses it was built to serve, so that any excess parking can be leased on the open market.
- Policy LEA 3-5:** Utilize fair-market managed on-street parking at parking meters where parking is in demand. Set the price (utilizing computer-controlled meters) so that one out of every nine spaces is always available.
- Policy LEA 3-6:** In lower intensity areas, such as T-3 and T-4 zones, where surface parking may be the norm, screen such lots from primary street frontages with buildings, and from secondary street frontages with screening devices such as fences, walls or hedges when buildings are not feasible along those edges.



- Policy LEA 3-7:** In higher intensity areas, such as higher density T4 zones and T5 zones, parking should, ultimately, be placed in garages. Such garages should be screened and out of view from primary streets and be lined with active uses to enhance the pedestrian experience. Garages may also be joint-use facilities, shared with transit services.

LEA-4: A HEALTHY AND SAFE COMMUNITY

POLICIES: PEDESTRIAN AND BICYCLE ORIENTED DESIGN

- Policy LEA 4-1:** Pedestrian comfort is prioritized throughout the area, though appropriately sized, tree-shaded sidewalks
- Policy LEA 4-2:** Design standards emphasize the continuity of public frontages with buildings or landscape edges while discouraging surface parking lots and/or blank walls.
- Policy LEA 4-3:** The frequency of vehicular intersections is at least 150 / square mile allowing multiple opportunities for pedestrians to cross streets.
- Policy LEA 4-4:** Mid-block pedestrian crossings are provided where blocks are unusually long
- Policy LEA 4-5:** Intersections are designed to reduce the distance pedestrians have to cross through the use of curb-extensions and reduced curb-return radii.
- Policy LEA 4-6:** Crime Prevention through Environmental Design (CPTED) principles, which emphasize “eyes on the street” are utilized in the design of the public realm
- Policy LEA 4-7:** Schools sites should be provided, sized, and designed to support walking to school as the norm.
- Policy LEA 4-8:** Create a bicycle plan which provides Class I or IV bike facilities on the heaviest trafficked streets, Class II routes on lesser trafficked but through streets, and Class III routes on more intimate neighborhood streets.
- Policy LEA 4-9:** Build in areas for bike racks and bike-share stations in the higher intensity T-4 and T-5 areas of the plan area.



LEA-5: A NETWORK OF PARKS AND OPEN SPACES INTEGRATED INTO THE DEVELOPMENT AREA

POLICIES: PARKS AND OPEN SPACE

- Policy LEA 5-1:** 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.
- Policy LEA 5-2:** Require that each center include at least 5% of its Urbanized area to Civic or Public Space with there being at least one main Civic Space within 800 feet of the geographic center of each sub-area.
- Policy LEA 5-3:** Within 800 feet of every lot provided for Residential use, a Civic Space designed and equipped as a playground should be provided.
- Policy LEA 5-4:** Civic Spaces including Plazas and Squares shall be defined by building on at least one side, or up to three sides, and activated by ground floor uses.
- Policy LEA 5-5:** Parks shall be fronted by streets and buildings ensuring “eyes on the park” except on sides adjacent to drainage corridors and parkway.
- Policy LEA 5-6:** Require that Parks shall be designed for users of all ages.
- Policy LEA 5-7:** Require that all parklands, paseos, and other open space, as well as all drainage and publicly maintained roadside landscape corridors, be dedicated to the City and/or CCSD, as applicable.



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