

EXECUTIVE SUMMARY

INTRODUCTION

The East Franklin Specific Plan was initiated by the Sacramento County Board of Supervisors in January 1994. The Plan's objectives are to provide for the orderly and systematic development of the planning area through the establishment of a comprehensive planning program that is consistent with the Sacramento County General Plan and to respond to the opportunities and constraints in the local community area.

The East Franklin Specific Plan, which is both a policy and regulatory document, provides a complete framework for development of all land uses described in the Plan area and includes these components and features:

- Written and graphic descriptions of how all land within the Plan area will ultimately be used;
- Written and graphic descriptions of the location, extent, and cost (1999 dollars) of public facilities required to serve ultimate development of the Plan area;
- Written and graphic descriptions of significant manmade and natural features and resources within the Plan area;
- Policies which expand upon those contained in the Sacramento County General Plan;
- An implementation program that describes land use regulation mechanisms, Plan amendment procedures, provision of public infrastructure, and phasing and financing of public infrastructure;
- Architectural and site design guidelines; and
- Development standards in cases where existing Sacramento County Zoning is not sufficient or applicable.

The East Franklin Specific Plan has evolved as a result of a range of public participation from property owners within the Specific Plan area, adjacent property owners, Citizen's Advisory Committee members, County staff, representatives of the environmental community, and service agency representatives.

PLAN AREA SETTING

Regional and Local Vicinity

The 2,474.2-acre East Franklin Plan area is located in the south central portion of Sacramento County, approximately ten miles south of downtown Sacramento and two miles west of the commercial district of the community of Elk Grove. The Plan area is situated approximately equidistant between Interstate 5 and Highway 99. Interstate 5 is roughly one mile to the west, and Highway 99 is one and one-half miles to the east.

The Plan area is bounded by Elk Grove Boulevard on the north, Franklin Boulevard and the Union Pacific railroad tracks on the west, Bruceville Road on the east, and Bilby Road on the south, except for a small (75-acre) portion that extends south of Bilby Road in the southwest corner of the Plan area.

Property Ownership

The Plan area is comprised of 51 parcels ranging from 0.28 to 129.38 acres in size. Some of the land within the Plan area is owned or controlled by Plan Participants. Participants, also referred to as project proponents, have provided the financial backing required to formulate the Plan. Some parcels are subject to Williamson Act open space contracts. Presently, all existing open space contracts are scheduled to expire in either the year 2001 or 2003.

Constraints and Opportunities

The Plan contains a detailed description of the manmade and natural features that contributed to the formulation of the Plan. The following features are described:

- Manmade Features - The predominant manmade features are single family homes; homestead sites; agricultural uses; the Union Pacific railroad tracks, which form the western boundary of the southern half of the site; and high voltage power lines, which run parallel to the railroad.
- Topography and Soils - Site topography is visually flat; however, the site slopes gently to the west and ranges from 14 feet to approximately 38 feet in elevation. The Plan area is comprised of eight soil types. Less than one acre of prime agricultural soils exist within the Plan area and are located in an area susceptible to 100-year flooding. None of the soil types present significant constraints to development.
- Surface Hydrology - The Plan area is located within a large drainage basin which flows from Highway 99 in the east to Interstate 5 in the west. Three sub-basins that comprise the larger basin drain directly into the Beach/Stone Lakes area, but do so at three distinctly different points under Interstate 5. All traces of natural drainage patterns east of Franklin Boulevard have been erased by 80 years of agricultural practices.

- **Biological Resources** - There are approximately 28 acres of possible wetlands and associated aquatic habitats within the Plan area, including 8.0 acres of seasonal wetlands, 0.9 acres of freshwater marsh, 4.5 acres of vernal pools, and 14 acres of drainage/irrigation ditch. The Plan area is predominantly in agricultural use, and most of land has been extensively leveled and hydrologically modified by construction of ditches and application of irrigation. There are scattered mature trees at various locations, but oak woodland and riparian forest habitats are absent. Most trees are found in narrow bands along various drainage/irrigation ditches and near residences, which are located along the edges of the Plan area. The cultivated fields and grasslands provide forage habitat for various raptors common to the area, and various special status species potentially occur in the Plan area.
- **Cultural Resources** - There are no known prehistoric village sites within the Plan area; the only known site in the vicinity is located one-half mile south of the Plan area. Due to lack of a water supply on the site, it is likely that the Native American inhabitants of the region used the Plan area for collection of plant foods and hunting but did not live in the immediate area. The Plan area is a part of what was known as the Franklin Township. The first settlers came primarily to farm, and the land of the Plan area has been in agricultural use from the 1850s to the present day. The area also served as a stagecoach stop and contained a railroad depot. The oldest surviving structure in the Plan area dates to about 1900.
- **Noise Environment** - The most significant noise sources affecting the Plan area consist of railroad traffic on the Union Pacific railroad tracks and vehicle traffic on the four streets that abut the Plan area.
- **Hazardous Materials** - The potential for hazardous materials within the Plan area is very low. The most significant potential source is residual chemicals associated with agricultural operations. Buried natural gas and petroleum pipelines exist within the Elk Grove Boulevard street right-of-way and within the Union Pacific railroad right-of-way; however, there is no evidence that leaks, ruptures, or other problems have occurred in the vicinity of the Plan area.

Adjacent Land Use

Existing land use to the west, south, and east is primarily agricultural. Land to the north is primarily developed. The land to the west is designated on the Sacramento General Plan as Agricultural Cropland combined with Resource Conservation Area. The undeveloped area to the south is designated Agricultural Cropland on the General Plan. The undeveloped land east of the southern half of the Plan area is designated Agricultural-Urban Reserve. The undeveloped land east of the northern half of the Plan area is designated Low Density Residential (1-12 du/ac) and the developed area immediately north of the Plan area is designated predominantly Low Density Residential (1-12 du/ac), but also includes High Density Residential (31-50 du/ac) and an area designated Cemetery, Public and Quasi-public.

LAND USE SUMMARY

Specific Plan Overview

The Plan responds to direction contained in the Sacramento General Plan for creation of a well-planned, high-quality suburban environment in the Laguna area. The Plan has been prepared following public input and analyses of environmental conditions, adjacent land use, area-wide infrastructure needs, and other factors (See Constraints and Opportunities discussion).

The Plan provides for the ultimate development of the entire 2,474.2-acre area with 10,103 dwellings in a wide range of types and densities, supported by retail commercial uses, parks and open space, schools, and all public facilities necessary to support the ultimate population at adopted service levels. Following are key features of the Plan:

- A primarily residential community that includes a wide range of housing types and densities, all served by necessary public infrastructure.
- Well-defined residential neighborhoods, served by nearby parks and schools.
- A commercial center at the Elk Grove Boulevard/Bruceville Road intersection that will provide retail commercial shopping and employment opportunities for area residents.
- Parks and other open space dispersed throughout the community to serve both active and passive recreational needs.
- A naturalized storm drainage system within Drainage Parkways that is part of a larger, county-wide storm drainage plan.
- A network of pedestrian and bicycle pathways along streets and within dedicated open space.
- A street network that provides safe and efficient travel throughout the Plan area, with multiple connections to existing major streets beyond the Plan area.
- Development standards, land use policies, and design guidelines that will guide development through ultimate buildout of the Plan.

Following is a tabular summary of Plan area land use, followed by a brief narrative description.

Land Use Summary Table

Land Use	Assumed Avg. Density ²	Gross Acres	Net Acres	Dwelling Units
Residential/Density Range¹				
Historical Housing, 1-2 du/ac	--	13.3		16
Single Family, 2-4 du/ac	3 (gross)	82.2		246
Single Family, 3-5 du/ac	4 (gross)	294.1		1,173
Single Family, 3-6 du/ac	5 (gross)	1,112.5		5,562
Single Family, 5-8 du/ac	7 (gross)	268.5		1,875
Single Family RD-7, 7 du/ac	7 (gross)	89.6		625
Multi-Family, 12-24 du/ac	20 (net)	31.0	30.3	606
Business/Professional		1.6	1.6	
Commercial		53.1	51.0	
Schools		128.9	123.3	
Parks (Includes the 41.8-acre Sports Park)		150.6	143.7	
Parkway		2.4	2.4	
Drainage Parkway		76.4	73.9	
Open Space/Water Quality Basins		30.2	30.2	
Major Streets		100.1		
Sewer Interceptor Trunk Line		39.7	35.7	
Totals		2,474.2		10,103

1/ Density is expressed as dwelling units per acre.

2/ Assumed Average Density is the density average used to calculate dwelling yields. Multi-family counts are based on net acreage; all Single Family counts are based on gross acreage.

Residential

The Plan provides for the construction of 10,103 dwellings in seven different residential land use categories. Residential development, the predominant land use in the Plan area, includes six Single Family Residential categories which comprise approximately 94 percent of all residential dwellings, and one Multi-family Residential category. The Plan includes three Multi-family residential sites totaling 606 dwelling. The Plan is comprised of several residential neighborhoods, defined by major streets and other physical features. Various recreation and open space amenities, and other public facilities are located throughout the residential neighborhoods.

Commercial

The Plan includes six commercial sites ranging 1.6 to 26.3 net acres in size which are dispersed throughout the Plan area. Included are one Convenience Commercial site, one Neighborhood Commercial site, two Mixed-use Commercial sites, one Community Commercial site, located at the Bruceville Road/Elk Grove Boulevard intersection and one Business Professional and Office site. The combined acreage of all the Commercial sites is 52.6 net acres.

Schools

The Plan includes eight school sites, sited in accordance with Elk Grove Unified School District requirements. Included are five elementary school sites dispersed throughout the Plan area, a middle school site, a high school site, and a continuation school site. Except for the continuation school, each school site is located adjacent to a future park site in order to allow joint use of recreation facilities. The total amount of land devoted to school sites is 123.3 net acres.

Parks

The Plan includes 143.7 net acres of park land spread throughout the Plan area. Included are eight Mini Parks, ranging from 1.5 to 3.1 acres in size; seven Neighborhood Parks, ranging from 5.8 to 10.0 acres in size; a 30.0-acre Community Park; and a 41.8-acre Sports Park.

Parkways

Parkways are linear open space bands that link parks with other land uses and contain pedestrian and bicycle facilities. A total of 2.4 acres are devoted to Parkways in two locations in the Plan area.

Drainage Parkways and Open Space/Water Quality Basins

The Plan includes 74.0 net acres devoted to Drainage Parkways. The Drainage Parkway serves the dual purpose of efficiently conveying stormwater drainage and providing for non-vehicular travel throughout the Plan area. The Drainage Parkways will vary in width

from approximately 130 to 225 feet and will contain pedestrian and bicycle paths. The Plan includes five Open Space/Water Quality Basins totaling 30.2 net acres.

Major Streets

Major streets depicted on the Land Use Diagram include divided and undivided arterials and major collectors. Major streets comprise 100.1 acres of the total Plan area. These streets have been designed to efficiently and safely convey traffic projected within the Plan area. Numerous connections have been provided to existing major streets adjoining the Plan area.

TRANSPORTATION AND AIR QUALITY

The East Franklin Specific Plan provides a comprehensive transportation network designed in accordance with anticipated traffic volumes and travel demands of Plan land uses, as well as the regional system envisioned in the County General Plan. The system will provide for the safe and efficient movement of people and goods within and beyond the Plan area.

Planned Transportation Facilities (On-site)

The Specific Plan Land Use Diagram has been designed to reduce the need for local automobile trips. The highest residential densities are situated adjacent to commercial areas in order to encourage walking and bicycling for shopping purposes. The schools have been sited centrally for easy access. Many parks have been distributed throughout the Plan area so that there will be recreational opportunities within a short walking distance of most homes.

The on-site circulation system provides direct connections between the major travel destinations - residences, commercial areas, schools, and parks - in order to increase the use of non-automobile methods of travel and to reduce the length of trips when cars must be used. Also included within the Plan is a complete bicycle and pedestrian circulation system.

Thoroughfare and Arterial Streets. Arterial and Thoroughfare streets within the Plan area include upgrades of existing streets, re-routing of a portion of Franklin Boulevard, and construction of new streets.

All major roadways in the Plan are designated as urban area roads and have been designed to adhere to level of service (LOS) "E" or better.

Public Transit Facilities. The Plan area has been designed to capitalize upon future transit opportunities. Specifically, higher density residential development, as well as commercial uses, are located at major intersections along transit routes.

Transit facilities included as part of the Plan are designed to coordinate with and maximize the potential of those transit corridors identified by RT and Sacramento County.

Park and ride lots are allowed within parking lots of all commercial sites, which are located in close proximity to possible transit facilities.

Roadways within the Specific Plan area will be designed to accommodate transit facilities such as turnouts, bus stops, and shelters should individual routes be designated on major Collector streets. Transit facilities can be expected to follow development of the area in response to demand for services.

Pedestrian and Bicycle Facilities. The Plan includes an extensive pedestrian and bicycle circulation system within the public road rights-of-ways and in open space areas. Included are sidewalks, pedestrian pathways, Class I Bicycle/Pedestrian Paths, and Class II Bicycle Lanes. The combination of pathways within the street rights-of-way and in off-street, open space locations will enable non-vehicular travel throughout the Plan area. The storm drainage system within the Plan area is part of a larger, comprehensive system being developed by the County, which when fully developed, will provide linkages with an off-road pathway system to points beyond the Plan area.

Planned Transportation Facilities (Off-site)

The Plan area traffic study analyzed the level of service of off-site roadways under two scenarios: 1) Existing conditions, plus build-out of the project and 2) Cumulative conditions, meaning full build-out of the project, plus full build-out of the surrounding areas to the limit allowed by the County General Plan. Following is a summary of proposed improvements under each scenario:

Improvements for Project-related Impacts. The following improvements are proposed to eliminate the projected impacts resulting from Plan build-out and maintain the adopted level of service (LOS) "E".

- Widen the section of Franklin Boulevard between Elk Grove Boulevard and Poppy Ridge Road from two to four lanes and relocate it to the east side of the railroad.
- Widen the section of Bruceville Road between Elk Grove Boulevard and Poppy Ridge Road from two to four lanes.
- Improve the section of Bruceville Road between Poppy Ridge Road and Kammerer Road to include 12-foot wide travel lanes and either six-foot wide usable shoulders or curb and gutter.
- Improve the section of Bilby Road between Franklin Boulevard and Bruceville Road to include 12-foot wide travel lanes and either six-foot wide usable shoulders or curb and gutter.

- Improve the section of Hood Franklin Road between Franklin Boulevard and I-5 to include 12-foot wide travel lanes and either six-foot wide usable shoulders or curb and gutter.
- Improve the section of Kammerer Road between Bruceville Road and SR 99 to include 12-foot wide travel lanes and either 6-foot wide usable shoulders or curb and gutter. The segment of West Stockton Boulevard would also need to be improved.
- Modify the Elk Grove Boulevard/Franklin Boulevard intersection to include two left-turn lanes, two through lanes, and a separate right turn lane on the northbound, westbound, and eastbound approaches. The southbound approach would require two left turn lanes, one through lane, and one shared through/right-turn lane.
- Construct several different lane configurations at the Elk Grove Boulevard/Bruceville Road intersection.
- Install a traffic signal at the intersection of Bruceville Road and Poppy Ridge Road. In addition, modify the intersection to accommodate several different configurations:
- Install a traffic signal at the Franklin Boulevard/Poppy Ridge Road intersection to accommodate several lane configurations.
- Construct a High Occupancy Vehicle (HOV) lane on SR 99 between Sheldon Road and Laguna Boulevard according to Caltrans standards.

Improvements for Cumulative Development. The following improvements are proposed to eliminate the projected impacts resulting from Plan build-out and cumulative development, maintaining the adopted level of service (LOS) "E". The only exception occurs at the Elk Grove Boulevard/SR 99 southbound ramp, which is projected to function at LOS "F".

- Modify the Elk Grove Boulevard/Franklin Boulevard intersection to include a "free" right turn lane on the eastbound approach.
- Widen the southbound approach at the Elk Grove Boulevard/SR 99 southbound ramp intersection to provide two left-turn lanes and two right-turn lanes.
- Widen the northbound SR 99 on-ramp from Elk Grove Boulevard to two lanes.
- Widen the southbound SR 99 off-ramp from Elk Grove Boulevard to two lanes.

Travel Demand Reduction Measures

Travel demand reduction measures are incorporated into various aspects of the Plan in order to reduce vehicle emissions, thereby reducing traffic congestion and improving air quality. The Plan achieves a 15 percent reduction in projected air emissions.

PUBLIC FACILITIES AND SERVICES

The Plan includes public facilities and services required to serve Plan area land uses at adopted service levels. Following are agencies responsible for providing public services to the Plan area:

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|--------------------------|--|
| • Law Enforcement - | Sacramento County Sheriff's Department |
| • Fire Protection - | Elk Grove Community Services District |
| • Solid Waste Disposal - | Sacramento County Solid Waste Division |
| • Parks and Recreation - | Elk Grove Community Services District |
| • Schools - | Elk Grove Unified School District |
| • Libraries - | Sacramento County Library Department |

Schools

See Land Use Summary.

Law Enforcement

The East Franklin Specific Plan has been designed in a manner that will reduce the demand for patrol officers. Design elements that address public safety are described throughout the Plan and include, but are not necessarily limited to, streets, open space, landscaping, and lighting.

Fire Protection

The Elk Grove CSD has identified the need for a new fire station somewhere northwest of Franklin Boulevard and Bilby Road. A new station is planned within the East Franklin Specific Plan. The Public Facilities Infrastructure Financing Plan for the Plan will identify revenue to fund fire capital facilities required to serve the project.

Solid Waste Disposal

On the basis of the projected Plan area residential population only, ultimate development of the Plan area can be expected to result in 78.8 tons of solid waste per day. No solid waste transfer or disposal facilities are proposed within the Plan area.

Library Services

The Library Master Plan makes no provision for a library in the Plan area. However, a joint-use library is planned as a part of the Elk Grove School District's planned high school and middle school campuses, located near the center of the East Franklin Specific Plan.

Parks

See Land Use Summary.

INFRASTRUCTURE MASTER PLANS

The Plan includes public infrastructure required to serve Plan area land uses at adopted service levels.

Water Supply

Water Demand. The *Zone 40 Water Supply Master Plan Update* was used to estimate annual water demand upon full build-out of the Plan area and to formulate the water facilities master plan for the Plan area. At full build-out, the Plan area will require 8,361 acre-feet of water per year. The total projected average daily water demand created by Plan area development is 7,463,711 gallons per day, or 7.5 mgd. The maximum daily water demand is 15.0 mgd, the peak hour demand for system storage is 27.0 mgd, and the peak hour demand for transmission mains is 30.0 mgd.

Water Supply. It is planned that Plan area water demand will ultimately be met by using a combination of ground water, surface water, and reclaimed water. The ultimate supply mix is intended to be similar to the recommended water supply alternative described in the *Zone 40 Water Supply Master Plan Update*, as follows:

Ground water -	46 percent
Surface water -	37 percent
Water conservation -	16 percent
Reclamation -	1 percent

Water System Facilities. The proposed East Franklin Specific Plan Area water system includes transmission mains, planned storage and treatment facilities, and a schematic location of the necessary ground water wells. A total of 10.5 million gallons (mg) of treated water storage will need to be provided. Under the injection well supply alternative, a total of 18 wells will also be required. To meet the 10.5 mg storage requirement, the Expanded Water Master Plan calls for three 3.5 mg water storage/treatment facilities within the proposed southern expansion area. The Plan area will require two 3.5 mg storage reservoirs and 21,667 gpm of booster pumping capacity. The water transmission mains have been sized to accept surface water from the existing Laguna Zone 40 system, as well as distribute the water which will be provided at the proposed storage/treatment facilities.

Sanitary Sewer

The total design sewage flow required to serve the East Franklin Specific Plan was calculated using the following factors: 1) Average daily flow values provided by the Sacramento County Water Quality Division (SCWQD) for each proposed land use designation, 2) Application of a factor for peak flows, and 3) Addition of a value which accounts for ground water and storm water infiltration, as recommended in the *Sewerage Expansion Study*.

Overall Master Sewer Plan. The Overall Master Sewer Plan has been prepared on the basis of area topography, land use designations, potential development timing, and the SCWQD's technical design requirements. Three drainage sub-sheds have been created to serve Plan area development.

The proposed sewer flows from Sub-sheds "A", "B", and "C" will combine and flow into a proposed 78-inch sewer line that will extend westerly under the railroad tracks and northerly along the west side of the railroad tracks to Elk Grove Boulevard.

The capacity in the existing 15-inch sewer line planned to serve approximately 600 ESD's from an area north of Sub-shed A is no longer available. This area will have to be served by the internal sewer system of East Franklin.

An interim sewer facility will be required until the South Interceptor is constructed. A combined effort by all of the project south of Elk Grove Boulevard will be required to provide a minimum of 6.0 million gallons per day (MGD) of interim capacity. The South interceptor will not be constructed until flows are generated in excess of 6.0 GD. There is no capacity in the existing 21-inch trunk sewer for an interim connection as planned. The interim sewer will connect to the existing 21-inch trunk stub at Sims Road and the railroad tracks (the same alignment as before, just extended further north).

Storm Drainage

The proposed Storm Drainage plan for the East Franklin Specific Plan area consists of the following eight primary components:

- Drainage Shed Diversions
- Peak Flow Calculations
- Drainage Channel Improvements
- Bridge and Culvert Improvements
- Storm Water Quality Facilities
- Trunk Drainage Pipeline System
- Storm Water Detention (tentative)
- Wetland Considerations

Drainage Shed Diversions. The Northern Drainage Shed storm water runoff will be diverted to the Central Shed upstream of Bruceville Road. All of the Southern Drainage Shed storm water runoff developed within the Plan area will be diverted to the Central Drainage Shed. This diversion consists of approximately 460 acres of the 8,411-acre Southern Drainage Shed.

Proposed Shed "A", consisting of 3,292 acres, remains virtually the same as the existing Northern Shed, with the exception of the shed diversion upstream of Bruceville Road. The 709 acres upstream of Bruceville Road, which currently drains through this shed, will now be diverted to the new Drainage Shed "B". Proposed Drainage Shed "B", consisting of 4,030 acres, will accept the shed diversion from Shed "A".

Drainage Channel Improvements. The planned drainage system increases the amount of land devoted to drainage. The Drainage Parkways are designed with meandering low flow channels, wetlands areas, and riparian vegetation which will be an improvement to fish habitat. These areas, and the proposed water quality basins, will also provide habitat for mammals and birds. Ground water recharge may occur within drainage channels and in the water quality basins, but has not been specifically designed into the drainage system.

Drainage channels will be designed in compliance with all County ordinances and policies, and as required by General Plan Policy CO-111, are to be as natural as possible. The drainage channel system has been designed, and will be constructed, to facilitate the efficient conveyance of storm drainage with minimal flow disruption.

A continuous 10-foot wide maintenance road/Class I bicycle/pedestrian path is provided within Drainage Parkways, adjacent to one side of all drainage channels. Access will be provided at street crossings.

Bridge and Culvert Improvements. There are seven roadway crossings (bridge or culvert) proposed upstream of "new" Franklin Boulevard, including the crossing at Bruceville Road.

Storm Water Quality Facilities. Sacramento County's National Pollutant Discharge Elimination System (NPDES) Municipal Permit requires that pollutants found in urban storm water runoff be reduced to the maximum extent practical. The storm water runoff from the Plan area will be treated immediately prior to exiting the Plan area and flowing through the wetlands to the west.

Trunk Drainage Pipeline System. Utilizing the County's draft hydrology manual, conceptual drainage pipeline systems were designed for the Plan area. This pipeline system design is based on proposed street alignment, existing ground topography, new County hydrology, pipeline hydraulics, and new channel hydraulics.

Wetland Considerations. The preliminary wetlands delineation prepared for the Plan area identified approximately 19.6 acres of seasonal wetland impacts resulting from Plan area development. Drainage Parkways will accommodate compensation wetlands, as further described above in Drainage Channel Improvements and in the Land Use Summary section.

Public Utilities

It is anticipated that development within the Plan area will commence in the northeast quadrant, adjacent to Elk Grove Boulevard, and extend to the south. All major existing public utility infrastructure, including electrical, natural gas, telephone, and cable television, is located north of Elk Grove Boulevard and will be extended south as development occurs.

Electrical. In order to provide adequate electrical service for the entire Plan area, the current electrical grid will be reinforced by placing overhead 69 kv lines down Bruceville

Road from Elk Grove Boulevard to Bilby Road. With the exception of substations, transformers, service points, and the new lines on Bruceville and Bilby roads, all new electrical facilities within the Plan area will be located underground.

Natural Gas. PG&E anticipates creating a grid of underground six-inch natural gas lines to serve the Plan area.

Telecommunications. Citizens Utilities Company of California (CUCC) anticipates that construction of an additional central switching office will be required to provide telephone service to the entire Plan area. All future telephone service requirements can be met by the extension of the existing underground facilities and construction of new underground remote stations.

Sacramento Cable Television Company will provide underground service within the joint trench system to serve the future homes and businesses within the Plan area.

CAPITAL IMPROVEMENT PROGRAM AND FINANCING STRATEGY

The major public facilities and infrastructure components required to serve the land uses described in the Specific Plan are summarized in Sections 4.0 and 5.0 of the Plan. The cost in year 2000 dollars of providing the described public services and infrastructure are described in Section 6.0. Descriptions of proposed infrastructure, including water, sanitary sewer, and storm drainage systems are described in separate technical studies.

The following table, derived from the *Public Facilities Financing Plan for East Franklin Specific Plan Area*, dated May 8, 2000 summarizes the total cost of each of the public facility and infrastructure components required to serve future development of the Specific Plan.

Public Facility Cost Summary

Public Facility Component	Cost (2000) (Rounded to \$1,000s)	
	<u>Phase 1</u> ^{1/1}	<u>Buildout</u>
<u>Major Backbone Infrastructure</u>		
On- and Off-Site Road Improvements ^{2/2}	\$13,316,055	\$51,175,208
Drainage		
Interim Facilities	\$45,563	\$45,563
Permanent Facilities	\$9,118,214	\$20,040,780
Storm Drainage Total	\$9,163,777	\$20,086,343
Sewer – Conceptual Alternative with Option 1 (Bruceville FM)		
Sewer Trunk Lines	\$2,386,747	\$5,458,894
Sewer Interceptor	\$1,662,000	\$29,430,000
Interim Facilities (Trunk, Pump Station & FM)	\$3,839,265	\$3,839,265
Sewer Trunk Lines and Regional Facilities Total ^{3/3}	\$7,888,012	\$38,728,159
Water	\$7,317,525	\$25,830,863
Infrastructure Cost Sub-total	\$37,685,369	\$135,820,573
<u>Public Facilities</u>		
Fire Protection ^{4/4}	\$125,000	\$4,680,018
Schools ^{5/5}	\$32,334,000	\$120,422,951
Parks ^{6/6}	\$3,196,314	\$14,715,268
Landscape Corridors ^{7/7}	\$1,723,607	\$6,571,170
Library ^{8/8}	\$323,300	\$1,232,500
Transit ^{9/9}	\$657,200	\$3,218,652
Public Facilities Sub-total	\$38,359,421	\$150,840,558
TOTAL	\$76,044,790	\$286,661,131

1/ Phase 1 includes properties with proposed or conceptual tentative maps.

2/ See Appendix sections of the East Franklin Public facilities Financing Plan for roadway costs identified in the Capital Improvement Plan (CIP) and total estimated revenues based on the average County fee of \$5,003 per DUE. The fee revenue is approximately \$30,000 higher than the costs shown in the CIP.

3/ Includes costs for Conceptual Alternative, Option 1. Cost details are provided by Rose's Engineering and are included in the CIP in Appendix A. Buildout costs include interceptor improvements (See the CIP).

4/ Phase 1 cost is shown as pro-rated share of a temporary fire station. Between 2004 and 2006 a full operating fire station will be constructed. Equipment costs included. However, Phase 1 funds its full share of permanent station and equipment costs through payment of fees. Buildout costs exclude costs of the training facility contribution: \$500,000 and \$443,920 in interest.

5/ Student yield rates and cost per student are provide by the EGUSD. Calculation is shown in Figure F-1 of the Financing Plan.

6/ Park development costs include park site frontage costs. For details, see Appendix A of the Financing Plan.

7/ Landscape corridor costs are included in the CIP. Phase 1 landscape corridor costs are calculated based on Phase 1 units as percent of the total units. When the actual Phase 1 landscaping costs are known, the costs will be updated accordingly.

8/ Total joint-use (school-public) library construction costs are \$3,697,500, of which 1/3 will be funded by the school, 1/3 by the State school matching program, and 1/3 (\$1,232,500) by the Sacramento County Library Authority. Phase 1 library costs are estimated based on Phase 1 population share of the total EFSP projected population (2.6 persons per household as used in the East Franklin Specific Plan).

9/ Regional Transit staff has not yet identified transit capital improvements for EFSP. EFSP is estimated to contribute amounts similar to other areas in the County. The cost estimate is calculated based on existing EGWV fee of \$248 per DUE. See Figure E-1 of the Financing Plan for Transit DUE calculation. Phase 1 assumes 2,650 DUEs.

Sources: Murray Smith and Associates, Edward Gillum, Rose's Engineering, Elk Grove Unified School District, Elk Grove CSD, and Economic and Planning Systems, Inc.

IMPLEMENTATION

Plan Review Procedures

The Specific Plan represents the "master plan" for the East Franklin Plan area. Subsequent to adoption of the Specific Plan, individual project applications will be reviewed to determine consistency with the Specific Plan and other regulatory documents.

Development applications will be submitted directly to the Planning Department. The Planning Department will then forward the project application to the Department of Environmental Review and Assessment (DERA), which reviews the application from an environmental perspective.

Development Agreements

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

Amendment Procedures

Situations may arise where amendments to the adopted Specific Plan can be considered because of changing circumstances beyond the control of the Specific Plan. Typically, amendments to a Specific Plan will be requested by property owners; however, there may also be circumstances where the County may wish to propose an amendment to the Plan.

Amendments are categorized as either minor or major. This determination is to be made by the Planning Director or his/her designee. Minor amendments can be reviewed and acted upon by the Planning Director with no Planning Commission or Board review, unless appealed by the applicant.

Applications for major amendments to the adopted Specific Plan shall conform to the requirements set forth in the Specific Plan Ordinance and Procedures and Preparation Guide, Chapter 21.14 of the Sacramento County Code.

Enforcement

The Specific Plan includes a considerable number of development regulations and, with the accompanying EIR, environmental mitigation measures. County staff may ensure completion or correction of development requirements through specified actions in accordance with an established code enforcement program.

Mitigation Monitoring

The California Environmental Quality Act requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports. For Sacramento County, the appropriate department for establishing and maintaining this program is the Department of Environmental Review and Assessment.

The Mitigation Monitoring and Reporting Program (MMRP) is intended to satisfy the requirements of CEQA as they relate to the final Environmental Impact Report for the East Franklin Specific Plan and is intended to be used by County staff and the project developers in ensuring compliance with adopted mitigation measures during project implementation.

- Written and graphic descriptions of significant manmade and natural features and resources within the Plan area;
- Policies which expand upon those contained in the Sacramento County General Plan;
- An implementation program that describes land use regulation mechanisms, Plan amendment procedures, provision of public infrastructure, and phasing and financing of public infrastructure;
- Architectural and site design guidelines; and
- Development standards in cases where existing Sacramento County Zoning is not sufficient or applicable.

This Specific Plan is a policy and regulatory document. As a policy document, this Plan amplifies the broader goals and policies contained in the Sacramento County General Plan through the establishment of policies for the Plan area. As a regulatory document, the Specific Plan specifies the Specific Plan Land Use Designations for all land in the Plan area. Through modification of the zoning provisions of the Sacramento County Zoning Code, the Plan creates zoning standards applicable solely to the Plan area, while incorporating certain existing zoning standards by reference.

1.2 REGULATORY AUTHORITY AND COMPLIANCE

1.2.1 Specific Plan Authority

Specific Plans are authorized and described in California Government Code Section 65450 et seq. As set forth in the Government Code, specific plans are required to contain the following information:

(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

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

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.