

RESOLUTION NO. 2022-035

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE APPROVING AMENDMENTS TO THE SOUTHEAST INDUSTRIAL AREA SPECIFIC PLAN (WFC004)

WHEREAS, on January 27, 2021, the City Council certified the Supplemental Environmental Impact Report (SEIR) for the Multi-Sport Park Complex and Grant Line Southeast Industrial Area Annexation Project and adopted a General Plan Amendment and a Specific Plan and established pre-zoning for the Project area; and

WHEREAS, on June 2, 2021, the Sacramento Local Agency Formation Commission (LAFCo) approved annexation of Phase 1 of the Project to the City of Elk Grove; and

WHEREAS, the City has identified necessary revisions to the infrastructure planning for the Project; and

WHEREAS, the proposed Project is located on real property in the incorporated portions of the City of Elk Grove more particularly described as APNs 134-0190-002, -003, -010, -033, -034, -037, and -038; and

WHEREAS, the City determined that the Project is subject to the California Environmental Quality Act; and

WHEREAS, State CEQA Guidelines section 15164 identifies that an Addendum to an Environmental Impact Report (EIR) may be prepared if changes or additions are necessary but none of the conditions described in Section 15162 calling for a subsequent EIR have occurred; and

WHEREAS, the Planning Commission held a duly-noticed public hearing on January 20, 2022, as required by law to consider all of the information presented by staff and public testimony presented in writing and at the meeting and voted 5-0 to recommend approval to the City Council; and

WHEREAS, the City Council held a duly-noticed public hearing on February 9, 2022, as required by law to consider all of the information presented by staff and public testimony presented in writing and at the meeting; and

WHEREAS, on February 9, 2022, the City Council adopted Resolution No. 2022-034 adopting an Addendum to the SEIR for the Multi-Sport Park Complex and Grant Line Southeast Industrial Area Annexation Project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby adopts the amendments to the Specific Plan, attached hereto as Exhibit A, based upon the following findings:

Specific Plan Amendment

Finding: The Project is consistent with the General Plan goals, policies, and implementation programs.

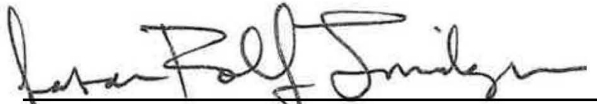
Evidence: The Southeast Industrial Area Specific Plan implements the policies of the General Plan, including the requirement for a Specific Plan (Policy LU-3-28). The Specific Plan includes all components required by Government Code Section 65451, Section 23.16.090 of the City's Municipal Code, and the provisions of General Plan Policies LU-3-1 through LU-3-34. The Specific Plan designates the Phase 1 annexation area as industrial and commercial, consistent with the General Plan Land Plan and the East Study Area Land Use District Program (as amended), and the Specific Plan includes plans for circulation and infrastructure and a discussion of the phasing and financing of public facilities and infrastructure. The Specific Plan is consistent with the General Plan.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 9th day of February 2022



BOBBIE SINGH-ALLEN, MAYOR of the
CITY OF ELK GROVE

ATTEST:



JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:



JONATHAN P. HOBBS,
CITY ATTORNEY

City of Elk Grove

Southeast Industrial Area Specific Plan

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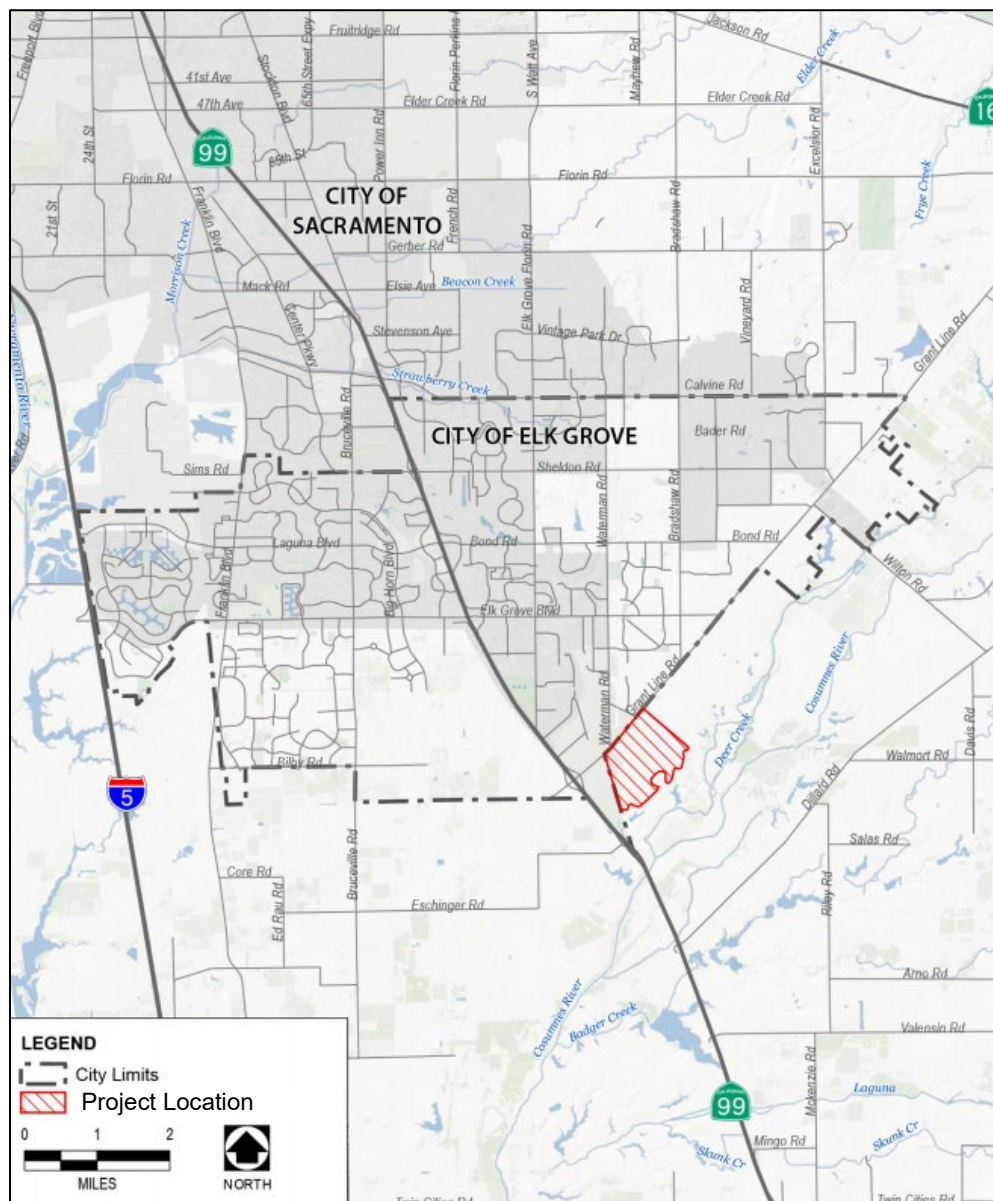
1. Introduction

This chapter introduces the overall Specific Plan for the Southeast Industrial Area (the Project). Subsequent chapters outline the relevant context and standards applicable to future development within the Project area.

1.1 Project Location

The Project is located along the south side of Grant Line Road just east of the Union Pacific Railroad tracks (Fresno Subdivision) (Figure 1). The Project encompasses approximately 571 acres and is located within the City's General Plan East Study Area, meaning that it is planned by the City for future annexation.

Figure 1: Project Location



1.2 Existing Conditions

As of the year 2020, the Project site is primarily developed with agricultural uses, including crops and pasture. There are several structures in the Project area, including two home sites and multiple barns and sheds. Located directly adjacent are Grant Line Road to the north, the UPRR tracks to the west, agricultural lands to the east, and Deer Creek to the south.

The Project area is not currently serviced by municipal water or wastewater services, although it is within the service area of Sacramento County Water Agency. Existing agricultural operations are served by on-site wells. The Project area is flat and is drained by a ditch that follows Elk Grove's southwestern boundary, conveying runoff through a series of ditches south to Deer Creek.

According to the Sacramento County Important Farmland map, published by the California Department of Conservation's Division of Land Resource Protection (dated 2014), approximately 424 acres of the proposed Project area is designated as Farmland of Statewide Importance and 129 acres is Farmland of Local Importance. In addition, active agricultural fields in the vicinity of the Project area are designated as Farmland of Statewide Importance or Farmland of Local Importance. Approximately 14 acres of the Project area, including the Mosher Ranch, is designated as Other Land. Approximately 1 acre of land in the Project area is designated as Urban and Built-Up Land. Two properties within the Project area are under Williamson Act contracts, totaling approximately 179 acres; an additional 288 acres (the Cypress Abbey and Kendrick properties) were encumbered by a Williamson Act contract until the mid-1980s, but those contracts have since expired.

A series of high-capacity electrical transmission lines crosses the westerly quarter of the site. These are facilities used for long-distance transmission of electricity from the production source into the Sacramento region and are owned by a collection of providers, including SMUD and Western Area Power Administration (WAPA).

1.3 Summary of Development Plan

The Project proposes the development of approximately 571 acres with a range of land uses, consistent with the City's General Plan, that provide a mix of employment activities (focused on industrial, office, and regional retail) in the southwestern portion of the East Study Area, and that provides opportunities for development of a multi-sports park complex. Industrial uses will be focused along the western site of the Project, adjoining the existing railroad tracks. Opportunities for regional retail will be located adjoining Grant Line Road.

The Project includes an area designed as Mixed Use. As further described in this Specific Plan, the City has not identified any preferred or targeted land uses for the property and the "mixed use" designation is proposed to provide advanced planning of compatible uses occurs between this site and adjoining development within the Project area. A future amendment to this Specific Plan is necessary to establish the land use designation(s) and zoning district(s) for the property.

Development of the Project area requires annexation into the City of Elk Grove. Annexation is planned to occur in three phases as follows:

- Phase 1 includes the City's property, as well as the adjoining properties to the west (Kendrick and Cypress Abbey). (Completed in June 2021)
- Phase 2A includes the Mosher property, east of the City property.

- Phase 2B includes the Mahon property, south of the City property.

It is possible that Phases 2A and 2B may be combined into a single Phase 2, depending upon the nature and timing of development and desires of the property owners. Phase 1 of the annexation is planned to occur in 2021. The timing of Phases 2A and 2B are not specifically known but is likely to occur within a 20-year time period.

1.4 Regulatory Authority and Compliance

1.4.1 Specific Plan Authority

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

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

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

1.4.2 Sequence and Tiering of Entitlements

This Specific Plan provides for the development of the Project area with a range of urban land uses, consistent with the City's General Plan. The Specific Plan establishes specific land uses on individual parcels and informs zoning for these properties. The Specific Plan also summarizes the proposed phasing and financing of infrastructure necessary to serve the proposed land uses. Subsequent project detail will be provided through the Tentative Subdivision Map or development plan review process.

1.4.3 Compliance with California Environmental Quality Act

An Environmental Impact Report (EIR) and Supplemental EIR (SEIR) have been prepared for the Project to evaluate environmental impacts and provide mitigation measures. An Addendum to the SEIR has also been prepared to document changes to the planned infrastructure. This Specific Plan, along with the Plan for Service and Public Facilities Financing Plan, is intended to function together with the Mitigation Monitoring Report Programs (MMRPs) contained in the EIR and SEIR. Mitigation measures contained in the EIR and SEIR are hereby incorporated by reference into this Specific Plan and will be placed as conditions of approval on subsequent development applications.

In accordance with the California Environmental Quality Act (CEQA), subsequent development proposals within the Project area, if consistent with this Specific Plan and the mitigation measures in the EIR/SEIR, will be within the scope of the certified EIR/SEIR. City staff will determine whether further environmental analysis is required for any project within the Project area. In some instances, further environmental analyses may be required even when the project is consistent with the Specific Plan if the project deviates from the EIR/SEIR project description to the extent that new, significant environmental impacts are identified. This issue is addressed further in Section 6 of this Plan.

1.4.4 Severability

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

1.5 Policy Setting - The Elk Grove General Plan

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

1.6 Relation to Municipal Code

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

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

2. Land Use

2.1 Introduction

This chapter discusses and summarizes the different land uses planned within the Project area and identifies relevant development standards and guidelines that apply to subsequent development.

2.2 Land Uses and Land Use Plan

The Land Use Plan (*Figure 2*) illustrates the planned distribution of land uses within the Plan Area. Table 1 provides a summary of these land uses. The focus of the Project is on the development of an industrial business park with opportunity for conditional development of a multi-sports park complex.

Figure 2: Planned Land Uses

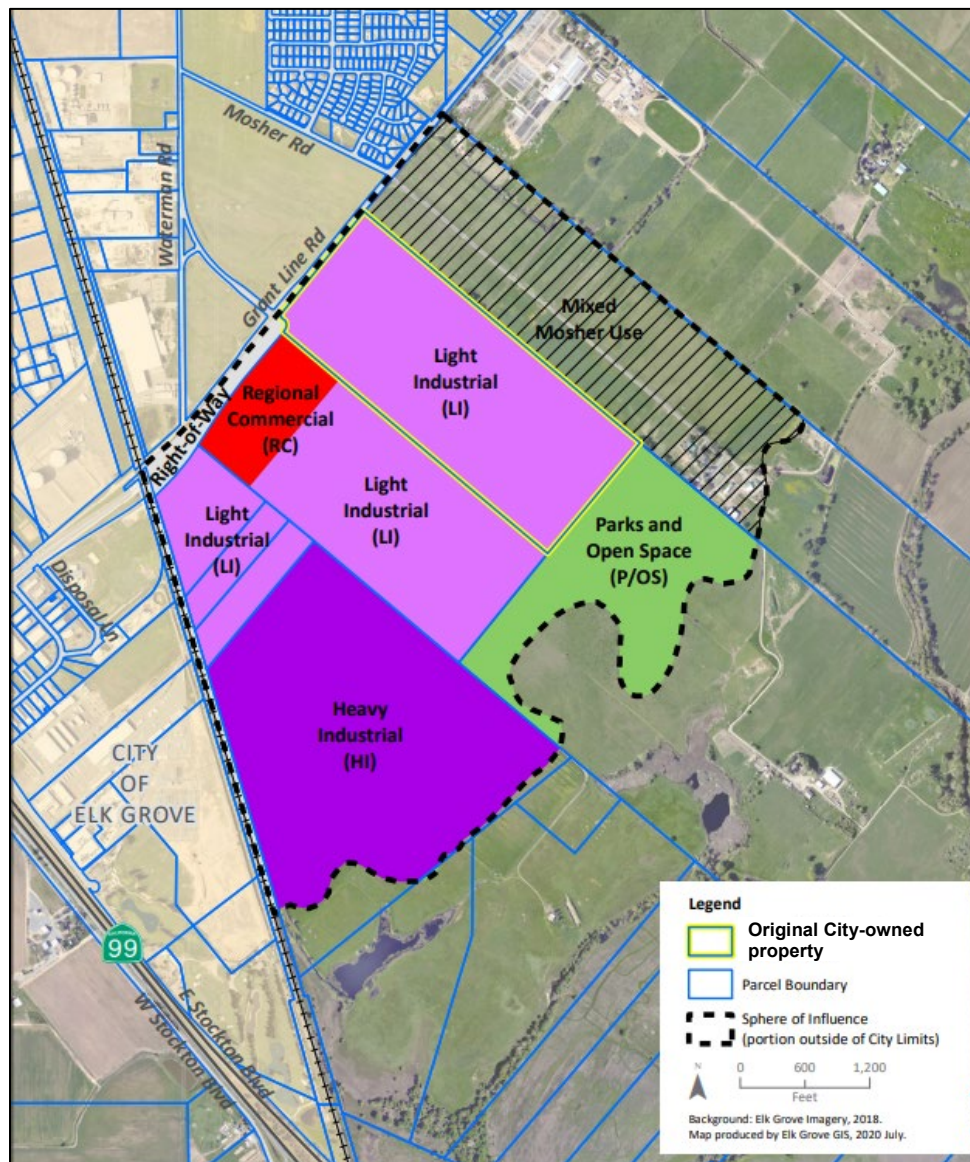


Table 1: Proposed Land Uses in the Project Area

Land Use/Zoning	Acres
Parks and Open Space (P/OS)	64
Mixed Use (MU)	118
Light Industrial (LI)	212
Heavy Industrial (HI)	158
Regional Commercial (RC)	20
Total	571±

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

2.2.1 Corresponding Zoning Designations

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

Table 2: Specific Plan and Zoning Consistency

Specific Plan Land Use Designation		Consistent Zoning District	
Designation Title	Designation Abbreviation	Zoning District	Zoning District Label
Parks and Open Space	P/OS	Park and Recreation	PR
Light Industrial	LI	Light Industrial	LI
Heavy Industrial	HI	Heavy Industrial	HI
Regional Commercial	RC	Shopping Center	SC
Mixed Use	MU	<i>To be determined (see discussion below)</i>	

2.2.2 Mixed Use

The Project includes an area designed as Mixed Use, which is included in the Phase 2 annexation area. This designation was selected as a way to ensure advanced planning of compatible uses occurs between these lands and the balance of the Project. The City has not identified specific zoning designations for the Mixed Use area. The City’s General Plan identifies the area within the East Study Area and is along the boundary between the Activity District and Residential Neighborhood District. Therefore, a “mixed use” designation is proposed that assumes the potential for a wide range of land uses after further study. A future amendment to this Specific Plan is necessary to establish the land use designation(s) and zoning district(s) for the property.

In the interim, the mixed use area will continue to function as an agricultural operation. As such, this Specific Plan establishes guidelines to address the potential compatibility issues that may occur between agriculture and urban development.

2.3 Agricultural Compatibility

Portions of the Project area are used (in 2020/2021) for agricultural operations. As urban uses are developed over time, conflicts between these uses may occur, either temporarily (as development phases occur) or long term (such as along the outer boundary of the Project). Potential conflicts may include, but are not necessarily limited to, urban water runoff, fugitive dust, chemical spray, litter, and trespassing.

As part of the Sphere of Influence Amendment for the Project area, the Sacramento Local Agency Formation Commission (LAFCo) required the City to prepare an Agricultural Compatibility Plan (Mitigation Measure 3.3-3 to the 2019 EIR).

3.3-3 Prepare an Agricultural Land Use Compatibility Plan

Before approval of final plans for development of the multi-sports complex and at the time of submittal of any application to annex territory within the SOIA Area, the City of Elk Grove shall prepare an agricultural land use compatibility plan for the SOIA Area. The plan may include establishing a buffer zone; providing additional suitable barriers, such as on-site fencing or walls, between the edge of development and the adjacent agricultural operations; or other measures, as directed by the City of Elk Grove. The City of Elk Grove would verify that the agricultural land use compatibility plan, as prepared, will reduce conflicts between ongoing agricultural operations and adjacent urban uses before issuance of grading permits for future development within the SOIA Area, including the multi-sports complex.

LAFCo also imposed conditions on the Project as follows:

19.K - Right to Farm Ordinance. *The City shall demonstrate the adoption of a Right to Farm Ordinance, Code Enforcement Plan, Animal Control, and Electricity and Natural Gas plans that are applicable to the annexation area.*

Further, City General Plan policy AG-1-3 provides the following:

Policy AG-1-3: *Recognize the right of existing agricultural uses to continue as long as individual owners/farmers desire. As appropriate for the neighborhood, allow for buffers or feathering of lot sizes where appropriate between farmland and urban uses. Additionally, continue implementing the City's Right to Farm regulations and property title disclosures to notify prospective buyers of agricultural activities in the area.*

The City has adopted Right-to-Farm regulations in Municipal Code Chapter 14.05, Agricultural Activities, which sets the stage for addressing the compatibility between agricultural and urban uses. This section expands on this, incorporating information from the Sacramento Area Council of Governments (SACOG) Rural-Urban Connection Strategy and other research to provide guidelines for addressing the interface between these land uses, including research and studies prepared by the [British Columbia Ministry of Agriculture](#).

2.3.1 Defining Compatibility

Table 3 defines the various types of urban development and explores the potential conflicts to agricultural operations.

Table 3: Urban-Agriculture Compatibility and Conflicts

Urban Development Type	Description of Activities	Compatibility and Potential Conflicts
Residential	Residential activities, frequent vehicle access, limited green spaces, outdoor recreational activities	Trespass, residential animals (e.g., dogs) litter, theft, livestock harassment, traffic conflicts Moderate to high potential compatibility conflict
Recreation	Gatherings of people in a recreational setting, frequent vehicle access, high levels of open space	Trespass, residential animals (e.g., dogs) litter, theft, livestock harassment, traffic conflicts Moderate to high potential compatibility conflict
Commercial	Retail and employment operations with potential frequent turn-over of people; frequent vehicle access; limited outdoor activities	Trespass, litter, theft, storm drainage runoff, traffic Low to moderate potential compatibility conflict
Industrial	Frequent vehicle trips, limited green space, limited outdoor activities (non-recreational nature)	Trespass, litter, theft, storm drainage runoff, traffic Low to moderate potential compatibility conflict

Additionally, agricultural operations can create impacts to adjoining urban development in the form of fugitive dust, crop spraying, and odors.

2.3.2 Development Guidelines

To address the potential compatibility conflicts between urban and agricultural development, this Specific Plan established the following guidelines for both urban development and agricultural operations. The designated approving authority will consider the extent of application of these guidelines during the consideration and approval of subsequent development.

These guidelines approach the question of compatibility in two ways. First, it considers actions that urban development can implement in project design and operation. These may be temporary improvements or conditions where adjoining urban development provided under this Specific Plan has not occurred yet, or permeant, such as along the southern boundary of the Project near Deer Creek. Next, it identifies potential actions that agricultural operations could undertake to minimize conflicts, especially where only a portion of the existing property will be developed under this Specific Plan and the remainder retained in long-term agricultural operation.

1. Site Design

- a. Consider opportunities for cluster development consistent with the City's General Plan and Zoning regulations.
- b. Road stubs should not be included along the southern Project boundary.
- c. Provide buffers and increased building setbacks along the boundary between urban and agricultural development. Buffers should be proportional to the intensity/density of the urban development and its potential level of conflict, such as 30 to 50 feet for industrial and commercial development, and 50 to 100 feet for residential.
- d. Provide vegetated buffers that create a vertical buffer between development. Planters should be between 25 and 50 feet in width and include a range of landscaping at varying heights to adequately screen development and filter dust and spray drift, with ideal heights between 10 and 20 feet at plant maturity. Planting choices should consider potential shading impacts to crops and should exclude invasive species.
- e. Limit the potential spill and intensity of light from urban development away from greenhouses, barns, and similar areas.

2. Urban Stormwater Runoff

- a. Limit the impacts of urban runoff to agricultural development through a collection of strategies that may include, but are not necessarily limited to:
 - i. bioswales along boundary conditions;
 - ii. grading designs that direct urban runoff away from agricultural properties, such as berms.
- b. Consider the benefits of stormwater runoff to agricultural operations. Consistent with the Storm Drainage Master Plan prepared for the Project, incorporate Low Impact Development design elements and runoff treatment features, such as bioswales, that treat the stormwater within the urban development area prior to discharge.
- c. Consider opportunities to direct treated stormwater towards agricultural areas, providing a potential secondary water source for agricultural operations.

3. Development Consultation

- a. Provide opportunities for consultation between proposed urban development and existing agricultural operations during the development review process, considering the unique operational characteristics of individual operations and properties.

4. Agricultural Operations

- a. In some instance, it may be feasible or desirable to make adjustments to agricultural operations in response to new urban development. These adjustments would occur at the option of the agricultural operation and would be informed based upon the scale, intensity, and character of the operation. Examples of potential changes include, but are not limited to, the following:
 - i. Developing compatible commercial operations as a buffer use, such as a wine tasting center or farmer's market
 - ii. Relocating agricultural structures and storage (e.g., manure storage) away from urban development
 - iii. Incorporating manure into native soil within 48 hours of application.
 - iv. Limiting the use of liquid manure.
 - v. Reinforcing fencing or creating buffers between animal grazing areas and urban development.

- vi. Establish a safety plan for addressing animals that escape from agricultural properties and enter the urban area and coordinate with the City's Animal Control Division.

3. Infrastructure and Circulation

3.1 Introduction

This chapter provides an overview of the infrastructure that will be constructed to serve future development within the Project area. This includes roadways and trails for circulation, water and wastewater pipelines, storm drainage infrastructure, and other public and private infrastructure (e.g., electrical, natural gas, telecommunications).

3.2 Roadways and Circulation

Access to the site will be provided from new on-site roadways. As provided in the Transportation Master Plan, the existing intersections along the Grant Line Road frontage at Waterman Road and Mosher Road will be enlarged and signalized, providing two points of access to the Project area. From there, a network of collector and local roadways will provide access to individual properties. The anticipated transportation network is illustrated in *Figure 3*, and cross sections for the roadways are provided in *Figure 4*.

Grant Line Road will ultimately be widened to an 8-lane arterial. The first phase of this occurred in 2021-2022, where it was widened to 4-lanes and the intersection at Mosher Road was signalized. Future widening will occur in response to future development and roadway demands. Right-of-way for the ultimate improvements has been secured as part of the widening project.

The onsite roadway segments are laid out to provide necessary access to individual underlying property owners as well as discrete land uses. The Transportation Impact Study and Technical Memoranda, which are included in the Project Transportation Master Plan, indicates that there are a few onsite segments that warrant an Arterial class facility based on projected buildout traffic volumes. Therefore, only Waterman Road (B Street) and a portion of A Street have been designed as 4-lane facilities. The balance of the plan area will be served by a Typical Commercial Collector Section. This section includes a two-way left turn lane throughout to better facilitate future driveway locations. Both the sections include Class 2 Bikeway facilities and sidewalks for non-vehicular circulation.

In addition to the on-street bike lanes, a proposed trail connection to the northwest that will utilize the existing Grant Line Road overcrossing at the Railroad tracks to allow for pedestrian and bike connections to pass below Grant Line Road to connect to Waterman Road and the powerline trail north of the Project.

The City encourages that streets in the Project area be named, to the extent feasible, after property owners within the Project, in recognition of their long tenure in and contributions to the community. Examples include, but are not limited to, naming the extension of Waterman Road as Mahon Ranch Road.

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Figure 3: Roadway Network

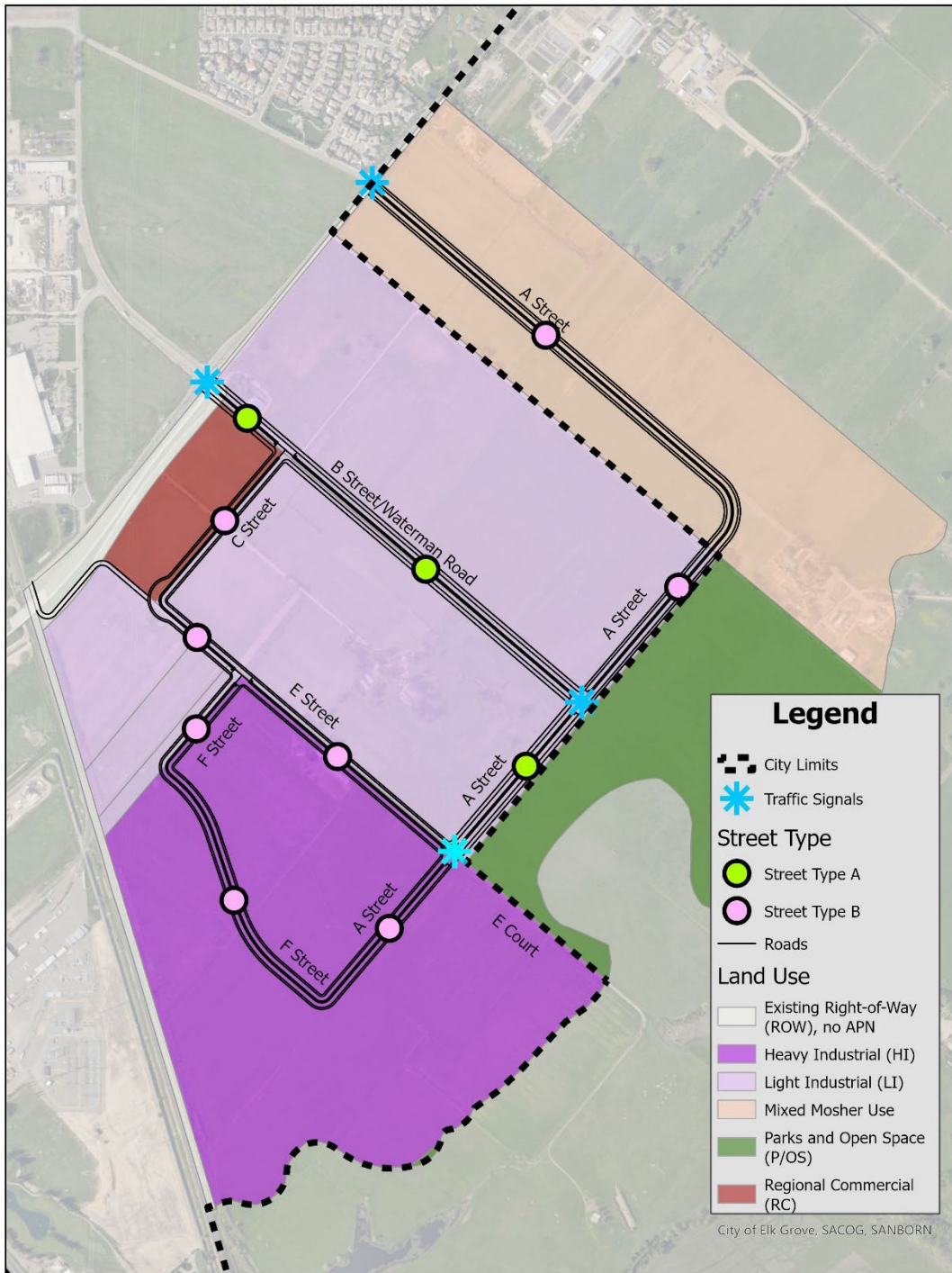
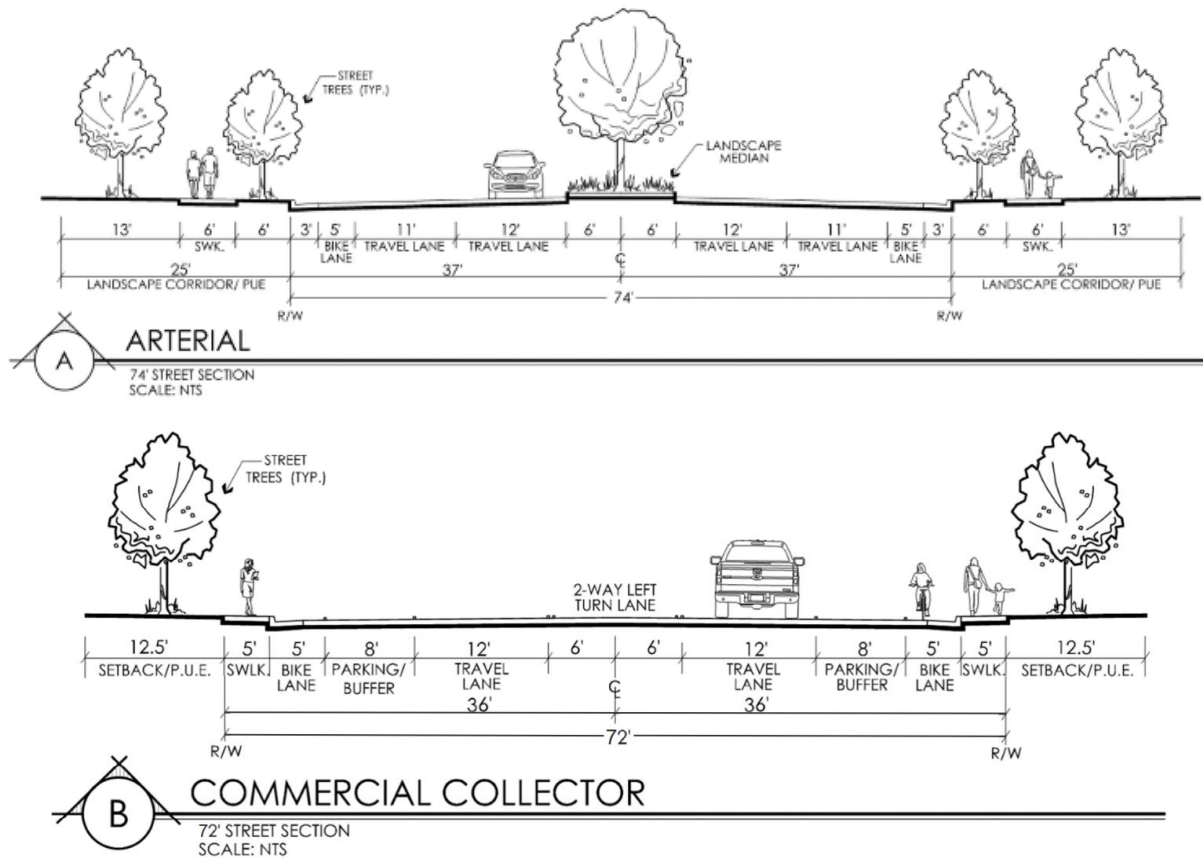


Figure 4: Roadway Cross Sections



3.3 Water

A Water Master Plan has been prepared for the Project area, identifying the proposed points of connection and pipe sizing necessary to meet the daily and fire flows necessary to serve buildout of the Project. The Plan area falls within the jurisdiction of SCWA and is located within SCWA's Central Service Area. The SCWA Zone 40 Water System Infrastructure Plan (WSIP), dated September 2016, was utilized as the basis for the design criteria discussed in the Water Master Plan. The WSIP, and subsequent Record Drawings, identify existing transmission facilities that run in Waterman Road and Grant Line Road adjacent to the Plan area. There is an existing 24-inch transmission main in Grant Line Road that extends easterly to the intersection with Waterman Road, at which point it becomes a 16-inch waterline and continues to the east. A 24-inch transmission main located in Waterman Road conveys water supply from the East Elk Grove Groundwater Water Treatment Plant to the 24-inch transmission main in Grant Line Road.

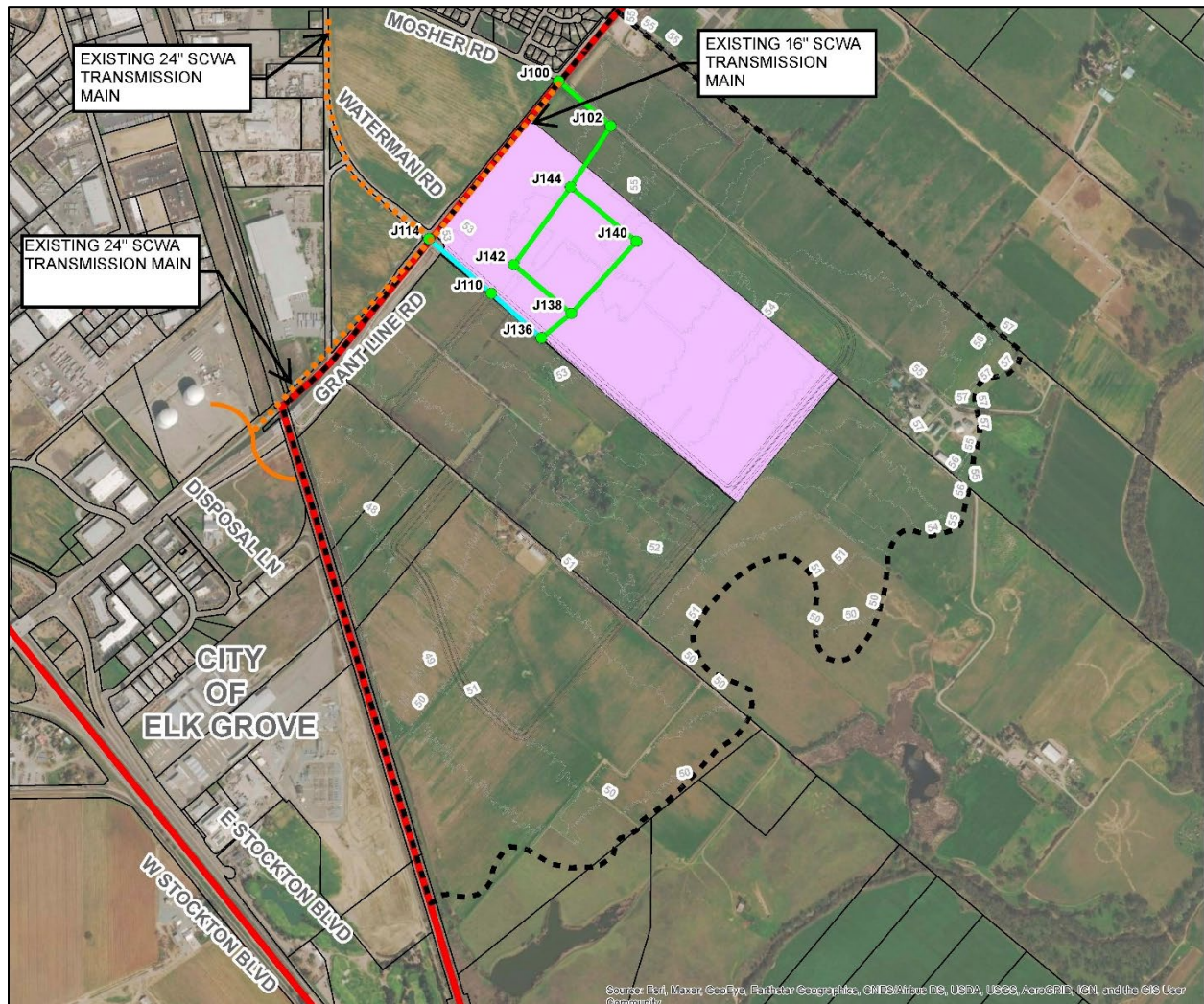
Concurrent to the preparation of the Project Water Master Plan, an Amendment to the SCWA Zone 40 Water Supply Master Plan (WSMP Amendment) was prepared to evaluate the capabilities of the existing water supply and transmission system to accommodate the ultimate demands of the proposed Project. Results from the Zone 40 WSMP Amendment were incorporated into the analysis for the on-site backbone water system to serve the Plan area. The WSMP Amendment determined that no off-site water system improvements are required to serve the Plan area and meet SCWA's minimum service criteria.

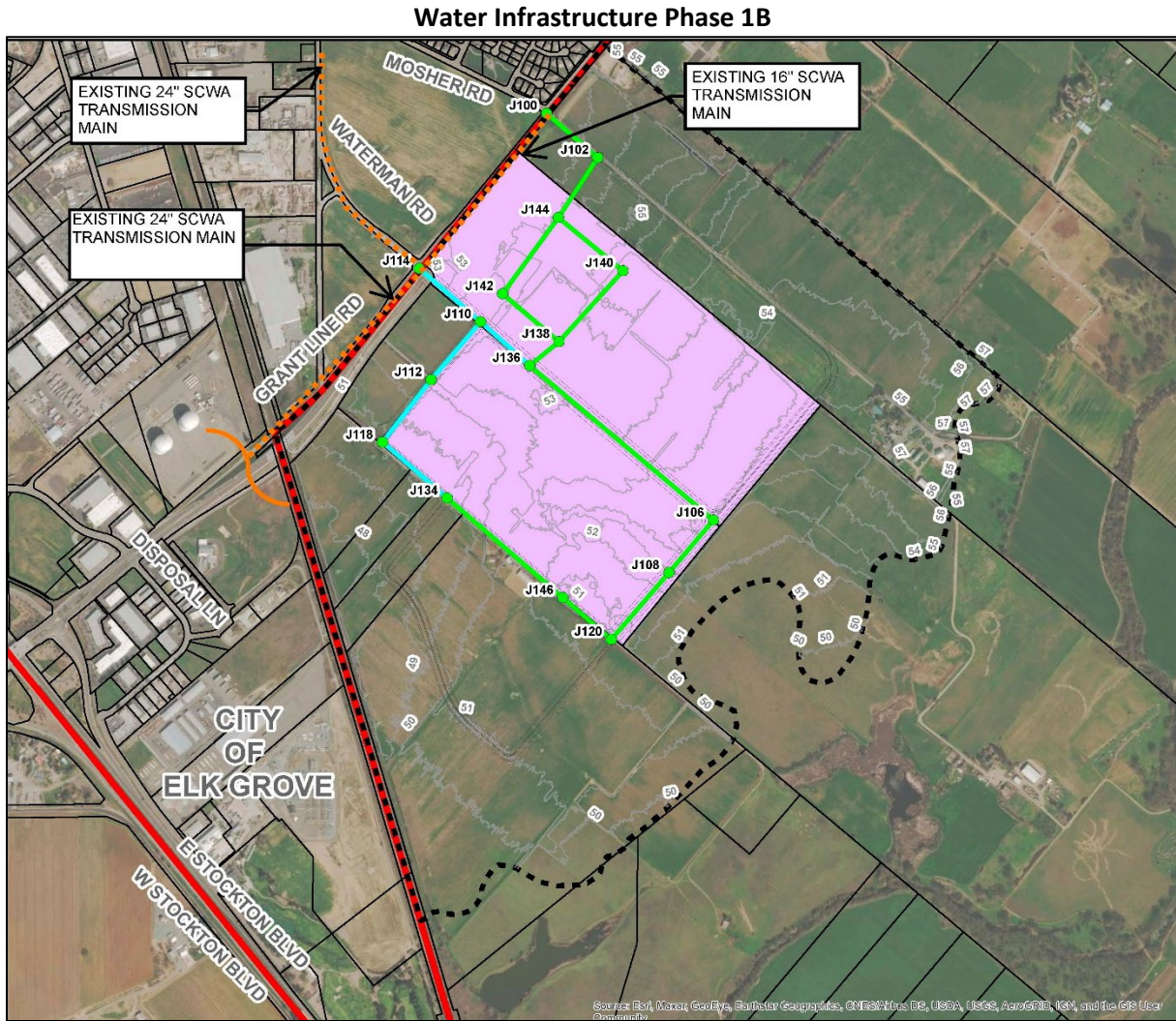
The proposed project water demands were determined based on the land use area and the corresponding SCWA demand factors and are documented in the Water Master Plan.

The Water Master Plan includes a proposed water system piping layout and includes distribution main sizes of 8-inch and 12-inch, and a transmission main size of 16-inch, that will comprise the Plan area's backbone system. The basis of the proposed domestic water backbone infrastructure layout within the Plan area is in conformance with the criteria identified in SCWA's 2016 WSIP. The backbone water system follows the proposed roadway layout identified in the Transportation Master Plan. A layout of the proposed water system to serve the Ultimate Phase of the Plan Area is shown in *Figure 5*.

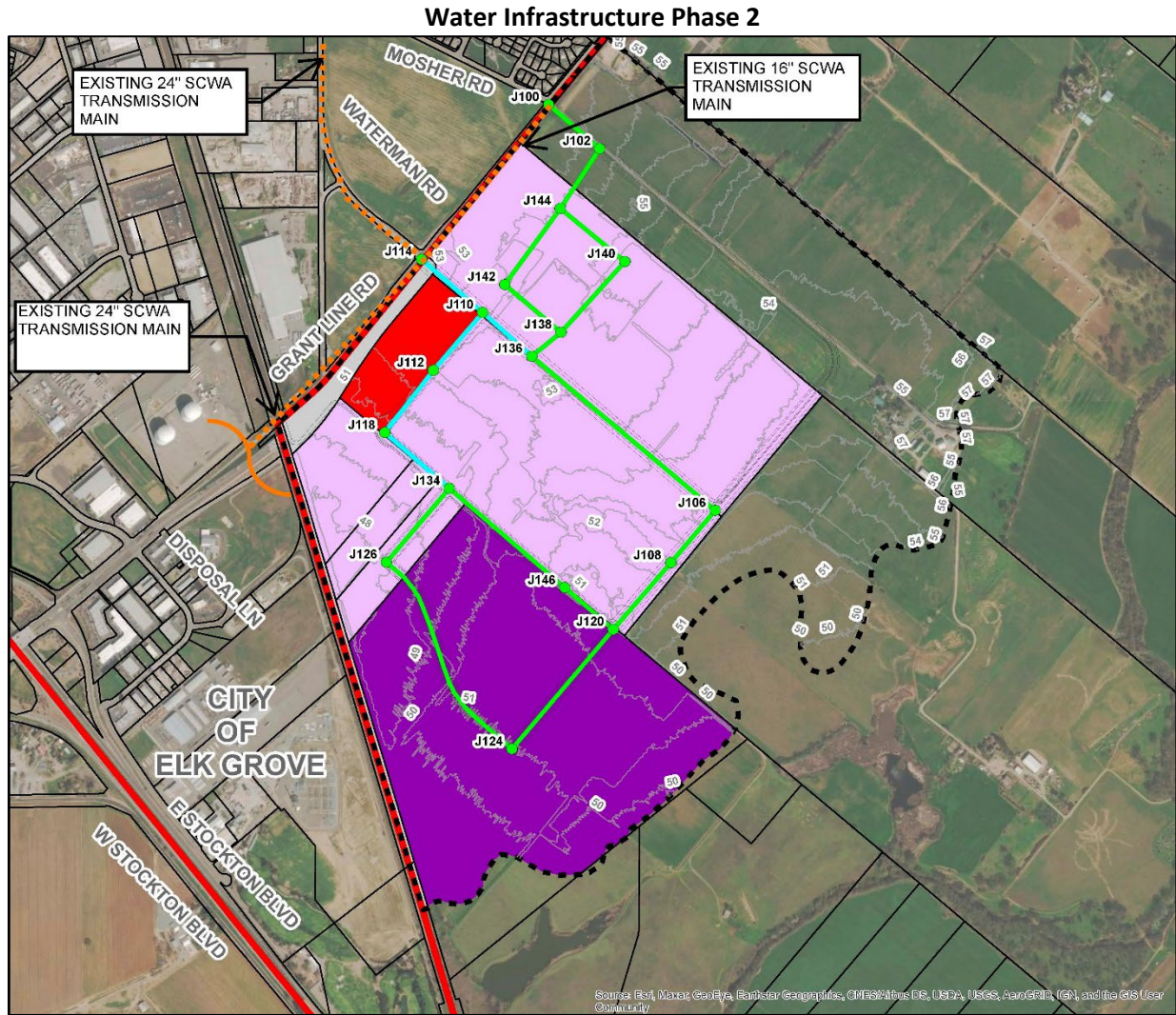
A phasing plan for construction of the water system, in conjunction with the sequencing of development across the respective properties, has also been developed. The phasing plan provides for the construction of looped water lines, consistent with SCWA standards. Details of the phasing plan are provided in the Water Study amendment memorandum, dated January 2022, and are illustrated in *Figure 5*.

**Figure 5: Water System and Phasing
Water Infrastructure Phase 1A**

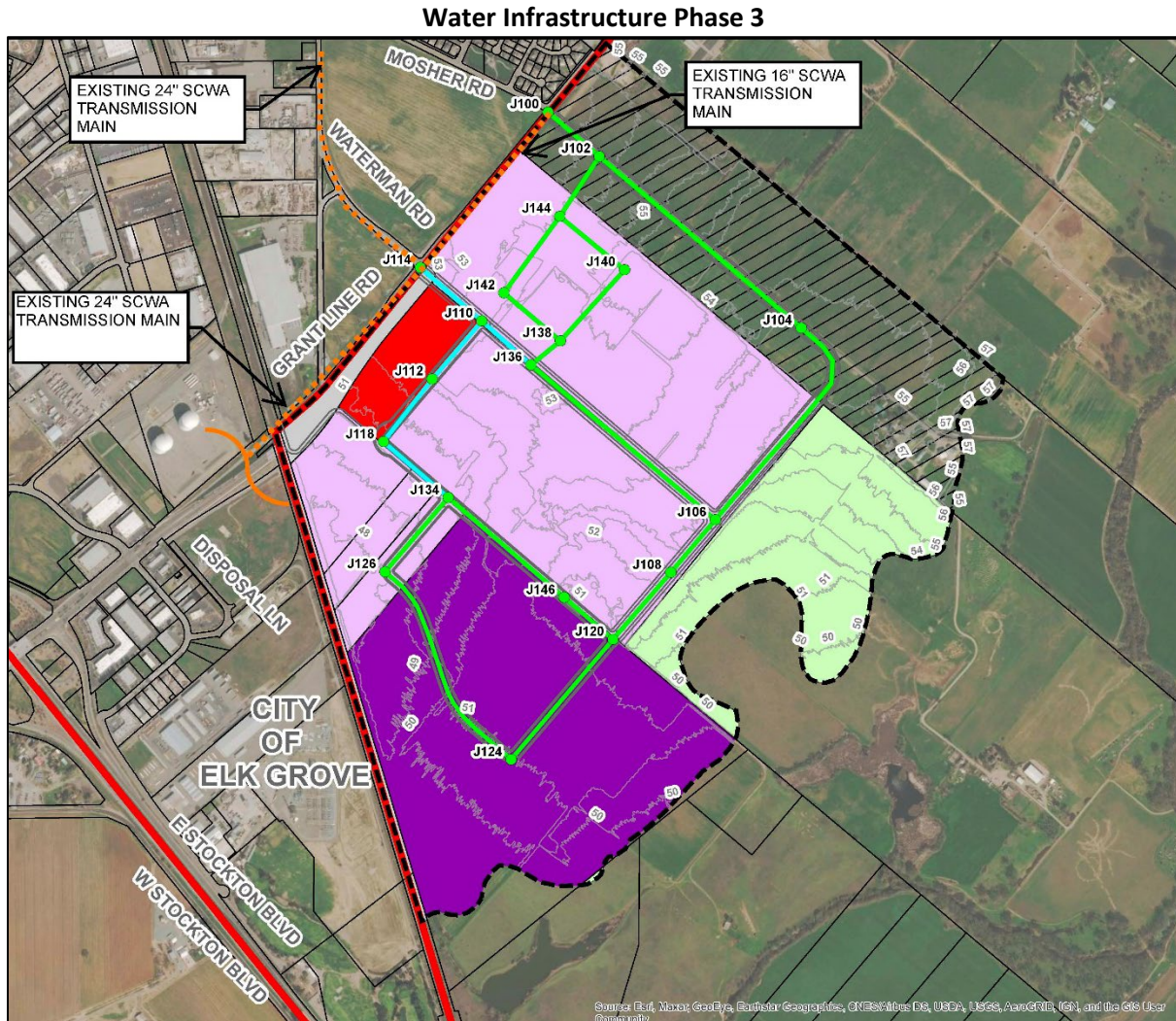




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3.4 Sewer Infrastructure

The Project is planned to be served by SASD for collection of wastewater and transmission to the SRCSD system for treatment at the regional treatment plant northwest of the City. A Level II Sewer Study was prepared for the Project, identifying the on-site backbone sewer facilities required to serve the Plan Area and route flows to the existing SASD system (*Figure 6*). There are two existing points of connection to the SASD system immediately adjacent to the Plan Area. The on-site backbone sewer collection system was laid-out to follow the proposed roadway alignments and comply with SASD’s minimum design standards. Multiple sewer piping layout (routing) options for the on-site system were analyzed and presented to the City and SASD, and the preferred layout is identified within this study. The preferred routing option conveys the on-site flow to the two existing SASD points of connection adjacent to the Plan Area. The two existing SASD points of connection to serve the Plan Area are as follows:

- “Grant Line Road Connection” - 12-inch pipe on the north side of Grant Line Road, near the end of Waterman Court. The 12-inch pipe extends westerly for about 550-feet before becoming a 15-inch pipe. The 15-inch pipe continues westerly in Grant Line Road for about 2,300-feet before tying into a 27-inch trunk line just before Highway 99.

- “Railroad Connection” - 18-inch pipe stubbed beneath the railroad along the west border of the project site. The 18-inch pipe runs below the railroad easement for approximately 110-feet before becoming a 21-inch pipe as it continues westerly.

Both existing points of connection are located at depths approximately 20-feet below the existing ground surface. A hydraulic model was developed to analyze the ultimate PWWF flow condition. The model analysis was used to verify the on-site sewage can be conveyed by gravity and determine the minimum required sewer pipe diameters to meet the ultimate peak wet weather flow condition.

Based upon the model analysis of the preferred on-site flow routing option, the ultimate PWWF can be conveyed to the existing SASD points of connection via gravity. SASD has conducted an analysis of the off-site sewer collection system and has determined that the existing off-site conveyance system has adequate capacity to accommodate the ultimate build-out PWWF generated by the Plan Area.

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3.5 Drainage Infrastructure

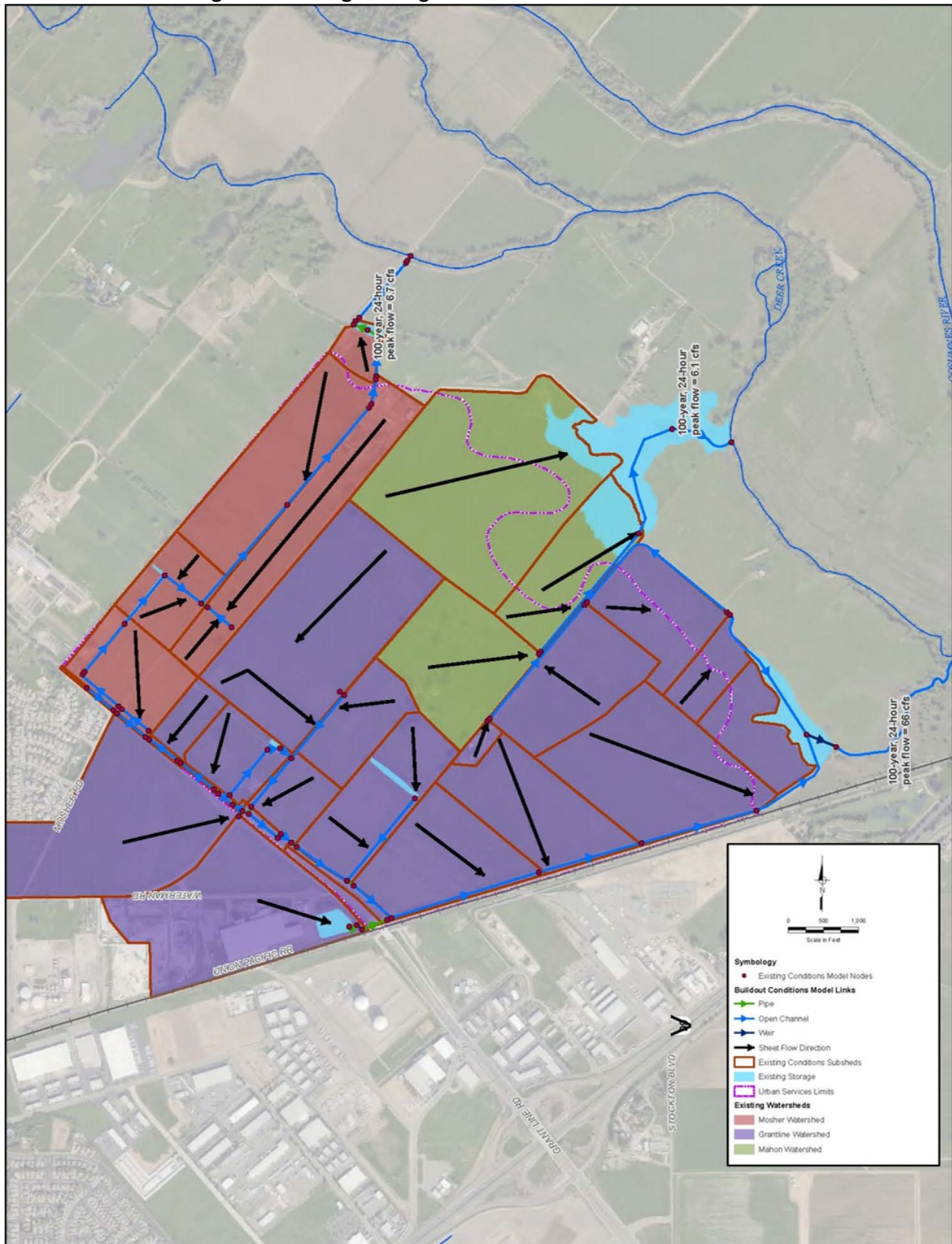
A Drainage Master Plan (and subsequent amendment) has been prepared for the Project area, which defines the approximate configuration, alignment, and size for the future drainage system that will serve the Project and defines the approximate locations and sizes of required detention basins, drainage ditches and storm drain trunk piping to mitigate for increased runoff due to development. The sizing of these facilities was based on runoff rates generated from the planned land uses.

The Study Area lies within a portion of the much larger Deer Creek/Cosumnes River watershed in southern Sacramento County and generally slopes from northeast to southwest with an average slope of about 0.10 percent. Three existing subsheds designated as the Mosher (MO), Mahon (MA) and Grant Line (GL) watersheds are shown on *Figure 7*. All three watersheds drain to Deer Creek through a series of ditches and by overland runoff. Three unnamed ponds located along the southern portion of the Study Area collect much of this runoff before discharging to Deer Creek. Runoff from Grant Line Road is conveyed in a piped storm drain system to a ditch on the south side of the road. The roadside ditch conveys runoff to the southwest, parallel to Grant Line Road. The roadside ditch conveys runoff to another ditch that parallels the Union Pacific Railroad, which ultimately drains to a pond in the GL watershed in the far southwestern portion of the Study Area. A short reach of open channel conveys runoff from the pond to Deer Creek.

Within the Study Area, past agricultural practices have modified the natural stormwater runoff patterns such that an unusually small amount of peak runoff is ultimately discharged to Deer Creek to the south. These practices have included field leveling and the reuse of captured stormwater within a system of ditches, culverts, and irrigation type sump ponds. Pumps within the sump ponds are used for irrigating fields through general field flooding practices, resulting in increased infiltration within the fields and reduced runoff. *Figure 7* presents the existing watershed map, as well as the general direction of overland sheet flow in the Study Area.

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Figure 7: Existing Drainage Subsheds and Sheetflow Direction



As development occurs in the Study Area, drainage system improvements will be required to provide flood protection and mitigation, stormwater quality treatment, and hydromodification mitigation. The drainage plan proposed in the DMP was developed with input from City staff and consultants developing other infrastructure plans for the Study Area. The drainage concept for the DMP was developed with consideration of stormwater management systems designed to take maximum advantage of the natural hydrological processes of the existing landscape. Guiding principles and considerations included:

1. Designs should balance considerations related to environmental effects, capital and operating costs, property rights, economic development impacts, the phasing of individual developments and improved access to recreational opportunities without compromising public safety and/or property protection.
2. Stormwater management systems should be designed so that potential impacts to the flow, volume, and quality of downstream discharges to Deer Creek will be minimized.
3. The drainage plan must conform to applicable local, state, and federal laws and regulations. Specific reference to the Sacramento Region Stormwater Quality Design Manual (SWQDM) dated July 2018, as well as the Sacramento City/County Drainage Manual Volume 2.
4. Avoid the use of hydraulic pumping systems and extensive mass grading efforts.

Due to a lack of soils with high infiltration capacity in the area, detention basins were chosen to provide mitigation for potential flood control, water quality, and hydromodification impacts. The detention basins were sized in conformance with City standards. Additionally, West Yost Associates (West Yost) modeled and sized major storm drain system trunk lines, identified suitable outfall locations to Deer Creek and evaluated and recommended, as necessary, adjustments to the configuration and capacity of existing drainage ditches and culverts. Only the major trunk line piping systems were sized for buildout conditions, as future detailed storm drain system designs will accompany submittals for each planned phase of development once more detailed site layouts are available.

The three major watersheds (Grant Line, Mahon, and Mosher) were divided into twenty-four (24) subsheds. All subsheds within the Study Area will drain directly into one of multiple proposed detention basins. Detention basins are proposed at key locations within the Study Area to provide runoff storage volume that will mitigate for potential increases in peak flood flows and will provide flow duration control to mitigate for hydromodification effects and water quality concerns. Other basin design considerations include existing drainage systems, final grading, proposed land uses, circulation patterns, storm drain trunk line layout, floodplain limits, as well as available outfall locations and tailwater conditions. The general locations of the detention basins are shown in *Figure 8*.

Underground pipe systems will convey post-project runoff from small to moderate storms to the detention basins. During large events that exceed the capacity of the pipe systems, excess flow will be conveyed overland through streets and open space. It will be important to ensure that the grading plans for future proposed projects in the Study Area are designed in such a way to direct all overland flow into the detention basins. During the design of individual projects, if it is found that runoff from some small, isolated areas cannot be feasibly directed to a detention basin, some direct discharge of runoff may be allowed. In such cases, separate stormwater quality treatment facilities will be necessary, and a detailed study will be required that demonstrates the overall flood control and hydromodification goals for the watershed are still met.

Some existing open drainage ditches/channels will be improved for continued use within the planned system. This includes the existing ditch adjacent and parallel to the Union Pacific Railroad (railroad ditch) and the existing drainage canal located at the southeastern corner of the Mosher parcel. The railroad ditch will be improved to a larger trapezoidal channel that has capacity to convey the 100-year flow. If it is not possible to obtain permission to improve the existing railroad ditch, a parallel ditch will be required. It may also be possible to fill the low areas adjacent to the ditch rather than improving the ditch. This may be accomplished by the future placement of fill during grading of the adjacent industrial zoned parcels. The other proposed channel improvement is along the existing ditch that conveys runoff from the Mosher property/watershed to Deer Creek. To avoid pipe cover issues and to allow the proposed detention basin to be deeper, it is proposed that the existing ditch be deepened by 1.5 feet.

After development of the DMP, the City commissioned a study by Dokken Engineering to consider a series of shed shifts at the Triangle Point/Waterman 75 project and a portion of the Kendrick property (the Panattoni project). The Dokken study demonstrates that this shift is possible, and the flows may be accommodated as part of the ultimate drainage improvements for the Mahon shed flowing to the Mahon Pond (*Figure 9*). The Dokken study also considered interim improvements that utilize the Grant Line and Railroad ditch.

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Figure 8: Proposed Drainage Facilities

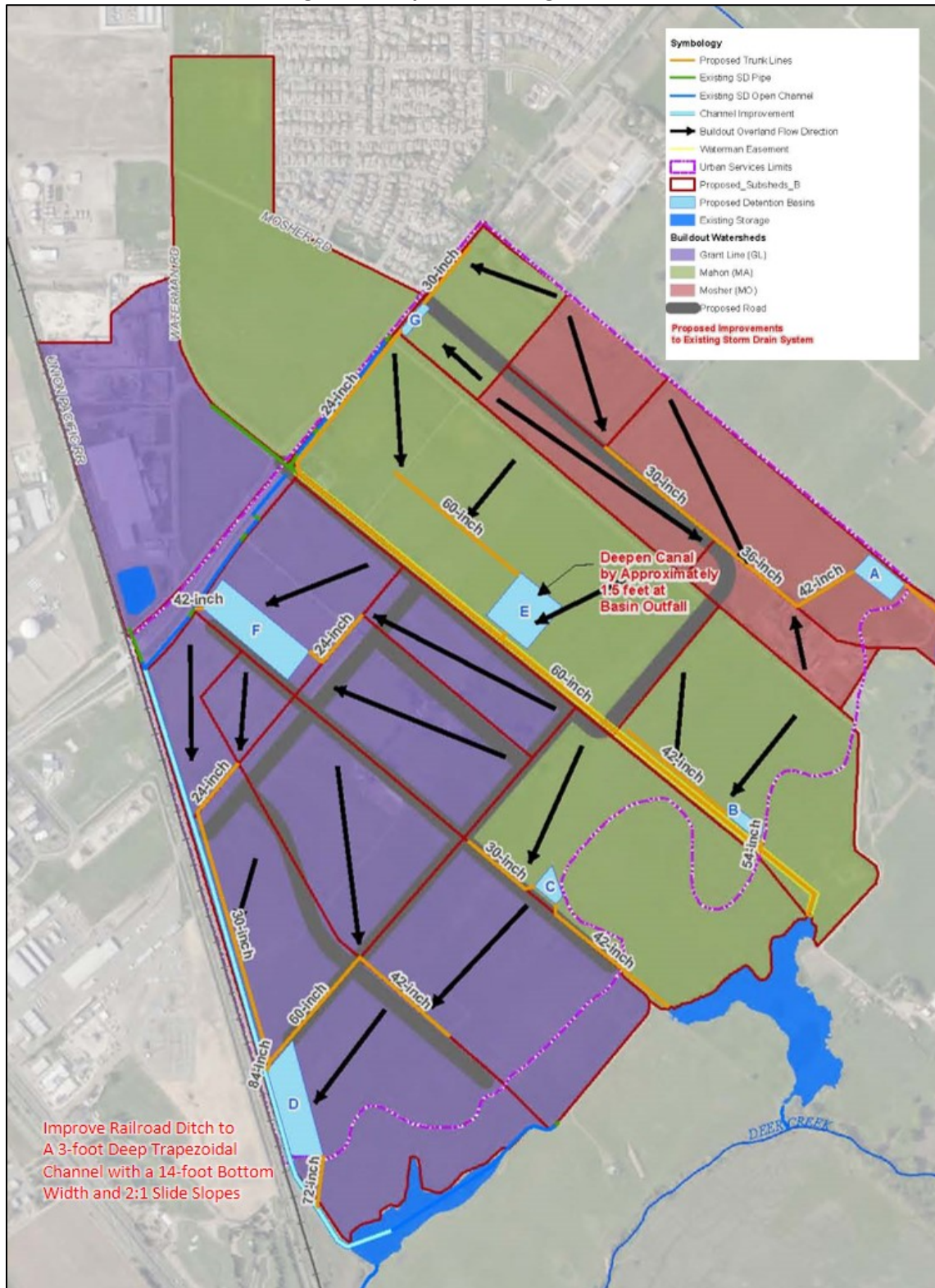
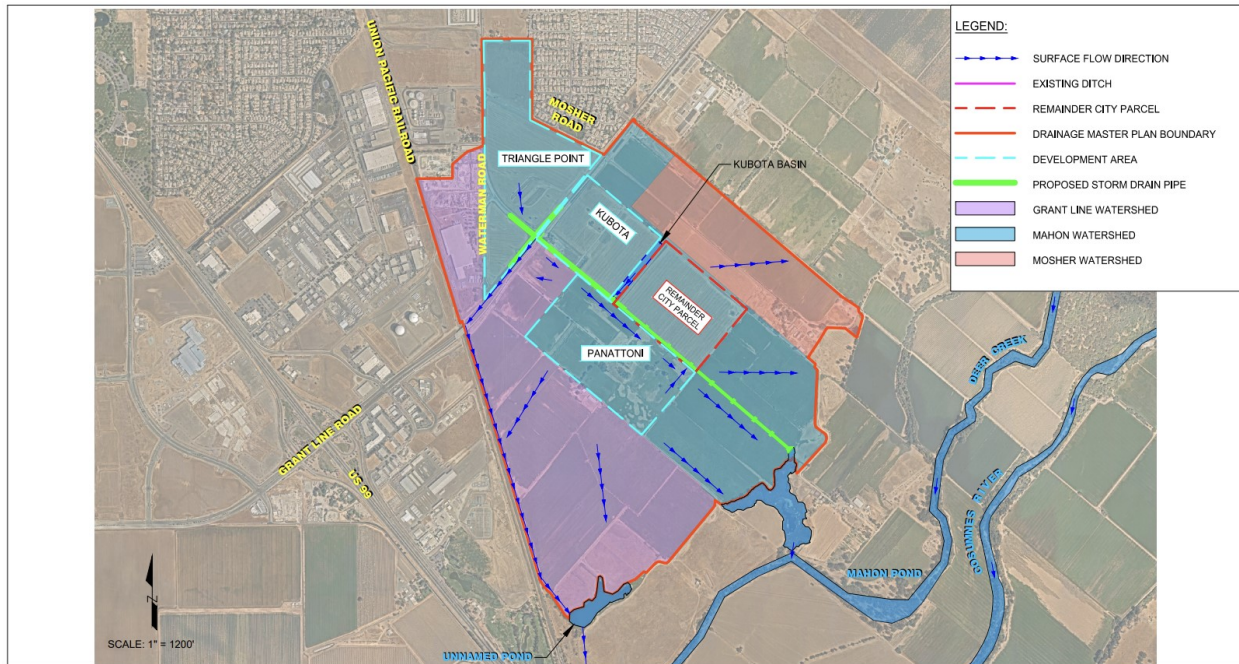


Figure 9: Mahon Shed Improvements



3.6 Other Public and Private Infrastructure

Other public and private infrastructure necessary to serve the Project includes the following:

- Electrical services – provided by SMUD
- Natural Gas services – provided by PG&E
- Telecommunications – provided by various

These facilities will be constructed along the roadway network in joint utility easements and trenches. Specific locations for transformers, splitters, and other components of the respective infrastructure will be designed and located pursuant to that utility’s standards within utility easements.

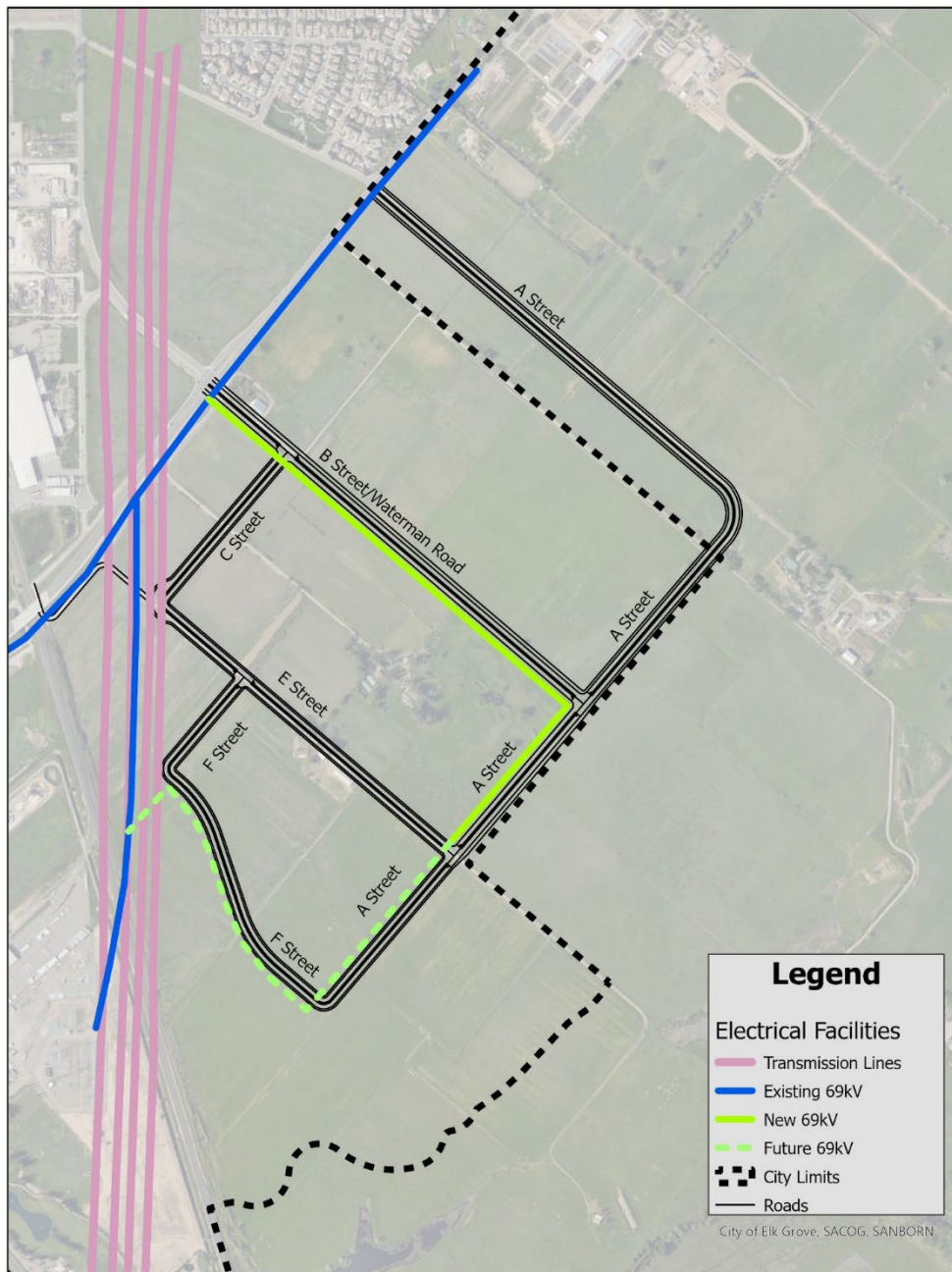
3.6.1 SMUD Infrastructure

The Sacramento Municipal Utility District (SMUD) has identified infrastructure necessary to serve the Project area. A new 69kV line would be constructed from the existing 69kV line along Grant Line Road south along the west side of Waterman Road to A Street, then along the north side of A Street to the Cypress Abbey property (E Street). From there, in a future phase, the line would be extended across the Cypress Abbey property back to the existing SMUD facility on the west side of the Union Pacific Railroad tracks (see Figure 10). Individual developments within the Project area would take service from this line into project-specific substations if their load is too large to be served from the 12kV system. Consistent with SMUD standards and City policy, this 69kV service would be constructed as an overhead line on steel poles.

All streets within the Project area would also include underground 12kV service lines. Depending upon the characteristics of the individual users, SMUD may construct an area distribution substation within the Project area to continue reliable electrical service to the Project and surrounding areas. A specific location for the area distribution substation has not been identified but would be located within the Project area.

Additional 69kV facilities will need to be extended from the described 69kV line above to the location of the area distribution substation when determined.

Figure 10: SMUD Facilities



Continued on next page

4. Public Services

4.1 Introduction

This chapter describes the public services that will be available to the Project, including law enforcement, fire protection, solid waste, parks, schools, and library services. Additional details are available in the Plan for Service.

4.2 Police/Law Enforcement

Law enforcement services within the Project area would be provided by the City of Elk Grove's Police Department. The mission of the Police Department is to improve the quality of life in Elk Grove through strong community outreach and partnerships; fair and impartial interactions; promoting public safety through prevention, intervention, and enforcement; and developing and promoting a diverse professional workforce.

The Department is divided into four divisions as follows:

- The Operations Division responds to most calls for service and is made up of patrol officers, community service officers, and the K-9 Unit.
- The Investigations Division includes the Investigations Bureau, consisting of general detectives responsible for the majority of follow up investigations (including homicide, assaults, robbery, theft, burglary, financial crimes, and juvenile crimes), the Street Crimes Unit which focuses on gang, drug, and vice offenses, Crime Analysis, and the Forensics Unit. The Investigations Division also includes the Community Resources Bureau which consists of the Problem Oriented Policing Unit and the Traffic Unit.
- The Support Services Division provides assistance and support to the community and all divisions of the department. This Division is comprised of Animal Services, Dispatch, Records, Property and Evidence, and Volunteers in Police Services.
- The fourth division, the Office of the Chief, includes Professional Standards, Finance, Public Information, the Real Time Information Center, and Information Technology.

The City is divided into five police beats. The Project area is directly adjacent to Beat 5, which is located in the southeast area of the City from Bond Road on the north, Grant Line Road on the southeast, and State Route 99 on the southwest, cover approximately 5,550 acres of the City's overall 42 square miles, or approximately 22 percent of the City. The addition of the Project area to this Beat would increase the Beat by approximately 10 percent.

The City of Elk Grove does not have an adopted officer-to-resident ratio. Rather, the Department uses a variety of data, including calls for service and population growth, to identify increases in both sworn and non-sworn personnel. In 2016, the City completed a staffing study that recommended increases in personnel on a schedule of 2-4 sworn and 1-3 civilian staff each budget year until circumstances justify a change. With the exception of the 2020-2021 Fiscal Year budget (due to COVID-19 and anticipated budgetary constraints), the Department has maintained this rate of staff increase since 2016.

4.3 Fire Protection and Emergency Services

The Project area is within the service territory of the Cosumnes Community Services District (CCSD) Fire Department. There will be no changes in these services after annexation. The nearest fire stations to the

Project Area are Stations 71 (8760 Elk Grove Boulevard) and 73 (9607 Bond Road). A future station is planned at the northwest corner of Bradshaw Road and Grant Line Road, approximately one mile from the Project area. The timing of construction and operation of this new station is unknown and dependent upon the rate of new development.

The CCSD Fire Department is divided into three major area – Operations, Fire Prevention, and Administration & Support Services. These three areas work in concert to provide leading emergency mitigation and fire prevention services in its service area. These areas are divided into the following divisions: Administration, Emergency Medical Services, Emergency Operations, Fire Prevention, Fleet Management, Training, and Special Operations.

Operations provides leadership and evaluation of assigned emergency personnel; responds to various emergencies dispatched throughout the community including fires, vehicle collisions, hazardous materials spills, medical and public assistance calls; and manages operation-based programs including emergency vehicle and equipment acquisition and management. The Deputy Chief leads the Operations Division with the assistance of six Battalion Chiefs.

More than 165 sworn personnel work in the Operations Division, which has units devoted to Fire Suppression, Training, and Emergency Medical Services. The division staffs eight engine companies, one ladder truck company, seven ambulances, and a command vehicle each day on a 24-hour basis. Additionally, there are eight Type III engines (for fighting wildland and grass fires) and other specialty apparatus, including one heavy foam unit, one Heavy Rescue, a technical rescue trailer, a mass decontamination trailer, a mass casualty incident trailer, and a swift water rescue boat, two flood response trailers (containing eight flood boats total) also staffed using these personnel as seasons and emergency circumstances dictate.

The Department maintains a Special Operations Division, which is responsible for coordinating the Department's training and response to various types of low- and high-angle rescues, trench and confined space rescue, heavy rescues, water rescue, and acts of terrorism and major disasters, including floods and earthquake. It also oversees both the Elk Grove and Galt Citizens Emergency Response Teams (CERT).

The Fire Prevention Bureau is staffed by the Fire Marshal, Fire Inspectors, and Public Education staff. The Bureau provides four primary services to the community: plan review and construction inspection, periodic inspection of buildings and hazardous processes, fire investigation, and public education.

4.4 Solid Waste

The City would be responsible for oversight of solid waste services, including compliance with all local, State, and Federal regulations, in the Project area upon annexation. The City's Recycling and Waste Division manages the City's nonresidential solid waste franchises and plans, coordinates, promotes, and implements Citywide solid waste reduction, recycling, composting, and public education activities. The City's nonresidential solid waste service is currently managed under a nonexclusive franchise system with 14+ haulers providing direct service to customers and managed by the Recycling & Waste Division.

Under the City's nonexclusive franchise system, each business or commercial property can select any of the City's 14+ nonresidential haulers to collect all of the waste and recyclables within the Project area. There is adequate infrastructure at build out to ensure collection of solid waste generated within the area. All haulers authorized to operate in the City have indicated that the solid waste facilities they use for

processing or disposal have existing capacity to accommodate the build out of the Project area, ensuring sufficient disposal facilities. There is adequate infrastructure at build out to ensure collection of solid waste generated within the area. The solid waste facilities that the City contractors utilize have indicated they have existing capacity to accommodate the build out of the Project area, ensuring sufficient disposal facilities.

4.5 Parks

The Cosumnes Community Services District (CCSD) and the City are authorized park and recreational service providers within the existing City, and CCSD is authorized to provide services beyond the existing City, including in the Project Area.

The City and CCSD require the expansion of parkland, consistent with the State Quimby Act, at a rate of 5 acres of parkland for every 1,000 population, based upon Census data for household size. If the Mixed Use area is developed with residential uses, new parkland shall be dedicated at the required rate. Parkland dedication shall also be consistent with the adopted Parks Master Plan.

The City and CCSD have entered into a Memorandum of Understanding (MOU) where the City and CCSD coordinate on the land planning for new parks facilities throughout the City. Further, under the MOU, existing and planned parks and recreation facilities in the Laguna Ridge Specific Plan, Silverado Village development, Sterling Meadows development, and the Southeast Policy Area are funded through impact fees from new development that are established and collected by the City, and the CCSD designs, constructs, and operates these facilities. The City also collects on-going parks maintenance funding in the form of Community Facilities Districts within these areas and pays for the services of the CCSD to complete the maintenance. Additionally, the City owns and operates two park facilities exclusively – the City’s Rain Garden Plaza at the City Hall Complex and the Civic Center/District56 complex (note, operations of the Aquatics Center at District56 are performed by the CCSD under contract to the City).

The MOU states that the terms of the MOU relative to new park facilities shall extend to areas that are annexed into the City in the future. Therefore, should any park facilities be planned in the Project area in the future, and for which the City would collect funding for construction through development impact fees, these facilities would be planned and constructed pursuant to the terms of the MOU. Facilities built solely with funding from the CCSD, including impact fees collected by the District, are the sole responsibility of the CCSD.

The proposed Multi-Sport Park Complex is a planned recreation facility within the Project area. However, funding for the facility has not been secured. No other parks and recreation facilities are planned in the Project area.

4.6 Schools

The Elk Grove Unified School District (EGUSD) is the local school district in the Elk Grove area, including within the Project area. No school sites are planned within the Project area.

4.7 Library Services

Library services are provided by the Sacramento County Public Library Authority (SPL). SPL is governed by a Joint Exercise of Powers Agreement between the County of Sacramento and the Cities of Citrus Heights, Galt, Isleton, Elk Grove, Rancho Cordova, and Sacramento. The purpose of the Sacramento Public Library

Authority is to provide public library services that offer open access to diverse resources and ideas that inspire learning, promote reading, and enhance community life to all citizens in member jurisdictions. The SPL operates 28 branches and bookmobiles to provide a variety of library services to residents of the City of Elk Grove and Sacramento County, serving over 1.3 million residents. The Library's total collection houses approximately 2,000,000 volumes of print, including books and periodicals, in addition to providing over 100,000 audio-visual items, with approximately 1.62 library holdings per capita.

There are two library facilities located in the City. The first is the Elk Grove Library, located at 8900 Elk Grove Boulevard. The second is the Franklin Library, located at 10055 Franklin High Road, collocated with Franklin High School and Toby Johnson Middle School.

Library services are generally tied to residential population. In 2018, the City, in partnership with SPL, completed a master plan for library services in the City. The study identified the need to relocate the Elk Grove Library into a larger facility and the construction of a new primary library for the community as part of the City's Civic Center (District56) complex at Elk Grove Boulevard and Big Horn Boulevard. The City continues to work with SPL on the completion of these capital projects.

5. Phasing and Financing

5.1 Introduction

This chapter summarizes the anticipated phasing of development within the Project area. It also outlines a strategy for financing the public infrastructure that will be required to serve the area, as described in Chapter 3.

5.2 Phasing and Implementation Plan

Development within the Project area will require the extension of public infrastructure as described in Chapter 3 (Infrastructure and Circulation). The construction of this infrastructure must be coordinated between specific properties within the Project area, as well as the sequencing of annexation into the City and with other infrastructure work being completed in the surrounding area. This section describes how phasing and implementation of the Project is likely to occur, subject to ultimate approval of the City.

5.2.1 Annexation Sequencing

Annexation is planned to occur in three phases as follows:

- Phase 1 includes the City's property, as well as the adjoining properties to the west (Kendrick and Cypress Abbey).
- Phase 2A includes the Mosher property, east of the City property.
- Phase 2B includes the Mahon property, south of the City property.

It is possible that Phases 2A and 2B may be combined into a single Phase 2, depending upon the nature and timing of development and desires of the property owners. Phase 1 of the annexation is planned to occur in 2021. The timing of Phases 2A and 2B are not specifically known but is assumed to occur within a 20-year time period.

5.2.2 Coordination of Infrastructure Development

Infrastructure to serve the Project will need to be coordinated between properties within the Project and along the Project boundary. Specifically, in 2021, the City will undertake Phase 2 of the Grant Line Road widening, setting the ultimate right-of-way for the road and constructing the center improvements. As future development occurs the roadway will be widened to an ultimate 8-lane section.

To ensure proper coordination the City will update its relevant development impact fee programs (discussed in detail in section 5.4) to include facilities that benefit the Project area, specifically including the Roadway Fee Program.

5.2.3 Infrastructure Phasing

The Phase 1 annexation area will be served by two sub-phases of infrastructure. The first will involve the extension of Waterman Road into the Project area. This will include the connections to the SCWA and SASD system, along with dry utilities along Waterman Road. Following this, other properties west of Waterman Road could be development. Ultimately, the balance of the Phase 1 annexation area will be served by an additional sewer connection at an existing manhole along the east side of the railroad tracks.

The Phase 2A and 2B areas could generally develop independent of each other, as connections to most utilities to the north and west would occur in the Phase 1 area.

5.3 Backbone Infrastructure Costs

Table 4 summarizes the total costs of the backbone infrastructure necessary to serve the Project at buildout, in 2020 dollars. The identified total cost is \$52,989,800. Additional detail about the costs assumptions is provided in the respective infrastructure master plans. Final construction costs are anticipated to change over time as final designs are prepared and as the construction market changes.

Table 4: Backbone Infrastructure Costs

Facility Type	Total Estimated Cost
Roadways and Circulation	\$18,460,000
- All internal Project roadways	
- Intersections	
- Signals	
Water	\$8,297,000
- Various pipes from 8-inch to 16-inch	
Sewer	\$4,043,800
- Various	
Drainage	\$22,189,000
Other Public and Private Infrastructure	TBD by individual utility provider
Total	\$52,989,800

5.4 Funding and Financing Strategies

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

5.4.1 Public Facilities Fees

The City of Elk Grove and applicable Sacramento County and regional service providers have adopted development impact fee programs to fund major transportation, sewer, water, and drainage, and other public facilities necessary to serve the public. Some of these programs, such as the City’s Roadway Fee Program, shall be updated to accommodate the annexation of the Project area. Other programs, such as SCWA and SASD, automatically extend to the Project area at the time of annexation consistent with their approved nexus studies.

Costs for provision of backbone transportation, water, and sewer facilities are reimbursable through their respective fee programs. It is possible that if one or more developers advance funding for the construction of this infrastructure or certain public facilities, the developers may receive fee credits or reimbursements through the respective fee programs, as provided through those programs. The following are summaries of the various program and is not meant to be a definitive list of all programs. Each program is subject to the provisions and procedures outlined in the applicable nexus study and in the event of a conflict between this Finance Plan and a nexus study, the nexus study shall prevail.

5.4.1.1 Sewer Trunk Lines

The Project will be located within SASD and development will be assessed a sewer fee to fund the construction of sewer trunk lines. Typically, these trunk lines are located within streets and are installed

by developers as development occurs, and the developer would receive fee credits or otherwise be reimbursed.

5.4.1.2 Sewer Regional Facilities

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

5.4.1.3 Water

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

5.4.1.4 Fire Protection and Emergency Facilities

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

5.4.1.5 Park Facilities

The Project will be subject to development impact fees for new park construction assess by the CCSD. These funds will be used by the District to construct new park facilities or update existing facilities as provided in the nexus study. CCSD is currently updating this fee and will include the Project area in the fee.

5.4.1.6 Roadways

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

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

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

5.4.1.7 Public Facilities

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

5.4.1.8 Schools

Elk Grove Unified School District (EGUSD) collects a fee from all new development to assist in funding new school facilities. Overall, school facilities will be funded through a combination of school impact fees, state matching program funds, and funds from the District-wide Mello-Roos Community Facilities District (CFD).

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

5.4.2 In-Lieu Fees

A developer may be allowed to pay an in lieu fee toward the future construction of public infrastructure where the improvement is the responsibility of their development project but, due to phasing of overall development in the Project, the improvement is not immediately required. Examples could include, but are not limited to, a frontage lane, expanded intersection improvements, and extensions of utilities across a property frontage beyond the point of connection. The City, in consultation with other service providers, will determine, in its sole discretion, if an in-lieu fee payment is appropriate and impose the requirement at the time of project approval.

5.4.3 Bonds

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

A bond program is not currently planned for the Project area; however, an individual property owner may request participation in an existing program, such as the Bond Opportunities for Land Development (BOLD) program.

5.4.4 Developer Responsibilities

To the extent an infrastructure improvement is required for a particular development and is not included within an applicable fee program or an in-lieu payment, individual developers shall be responsible for

constructing their fair share improvements at their sole expense. Examples include, but are not limited to, frontage lanes and landscape/pedestrian improvements, local streets, and drainage infrastructure.

5.5 Long-Term Facility Maintenance

The City and other service providers have established several mechanisms to fund the ongoing operation and maintenance of public facilities within their service area. Some of these are fees for service, such as for water and sewer services. Relative to City and CCDS public facilities, the following programs have been established. As determined by the City, new development within the Project area shall annex into these maintenance districts as part of the development approval process.

- **CFD 2003-2, Police Services:** Provides funding for police and other public safety services.
- **CFD 2006-1, Maintenance Services:** A portion of the costs associated with maintenance of public parkways, public parks, open space, landscape setbacks, bike and other paths, landscaped medians in and adjacent to roadways, soundwalls, maintenance and operation of a community center, recreation center, sports (including aquatic) facilities, cultural arts center, and water features, and maintenance of other related facilities.
- **Street Maintenance District No. 1:** Street maintenance costs associated with local, collector, and arterial streets.
- **Street Lighting Maintenance District No. 1:** Street lighting maintenance, operation, and electrical cost of local street lighting (first component of the assessment) as well as safety lighting (second component of the assessment).
- **Storm Drainage Fee:** Maintenance costs associated with storm and surface water management facilities, including, but not limited to, inlets, conduits, manholes, channels, ditches, drainage easements, retention and detention basins, infiltration facilities, overland release corridors and other components, as well as natural waterways within the City, that are either owned or operated by the City of Elk Grove.
- **CCSD Maintenance Assessment District (Parks):** Lighting and Landscaping (funds the maintenance of the park system, landscape corridors, and landscaped medians).
- **CCSD CFD No. 1 (Elk Grove Fire Protection):** Provides funding for fire protection, fire suppression, rescue, ambulance, and paramedic services, along with renovation, expansion, acquisition, and construction of existing and future fire protection and suppression facilities, equipment, vehicles, apparatus, and supplies.

6. Implementation and Administration

6.1 Introduction

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

6.2 Plan Review Procedures

6.2.1 Development Services Review

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

Development applications will be submitted to the City of Elk Grove Development Services Department, Planning Division. The Planning Division will conduct an initial review of the application for completeness and consistency with the adopted Specific Plan, as well as other ordinances and standards. The applicant will be notified within 30 days of any deficiencies that must be rectified to deem the application complete. If the applicant or the City believes that an Amendment to the Specific Plan is warranted, an Amendment to the Specific Plan may be requested in accordance with section 6.3 Amendment Procedures. The request must provide adequate justification. The application will also be subject to environmental review as discussed in the following section.

6.2.2 Environmental Review

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

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

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

6.2.3 Development Agreements

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

6.3 Amendment Procedures

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

6.3.1 Applicants

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

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

6.3.2 Scope of Amendment

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

6.3.3 Amendment Procedures

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

6.3.4 Findings

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

6.4 Enforcement

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

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

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

6.5 Mitigation Monitoring

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

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

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

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2022-035

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) **ss**
CITY OF ELK GROVE)

I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on February 9, 2022 by the following vote:

AYES: COUNCILMEMBERS: Singh-Allen, Suen, Hume, Spease, Nguyen

NOES: COUNCILMEMBERS: None

ABSTAIN: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None



Jason Lindgren, City Clerk
City of Elk Grove, California