
3.0 Land Use

3.1 INTRODUCTION

This chapter discusses and summarizes the different land uses located within the Laguna Ridge Plan Area, provides policies by general land use type in refinement to the broad direction provided by the General Plan, and lists and development standards for each individual land use category. The Land Use Plan and the land use categories discussed within this chapter establish zoning for all of the properties within the Plan Area. The City of Elk Grove General Plan and Zoning Maps show the boundary of the LRSP to indicate that a separate document (i.e. this document) exists, and that all subsequent applications must be prepared to be consistent with this Specific Plan document.

The development standards provided in this Specific Plan supersede the development standards contained in the existing Zoning Ordinance. Where an issue is not addressed in this Specific Plan, then the existing zoning ordinance will apply. For example, where this document specifies different building heights or setbacks, the new standards of this document shall apply.

The formulation of this Land Use Plan was influenced by a variety of factors including physical site constraints and adjacent land uses as discussed in Chapter 2 Specific Plan Context and Setting. It responds to the desires expressed by property owners, input from local residents during public workshops, the environmental analyses required by the EIR, and infrastructure studies prepared and reviewed with the appropriate agencies and service providers. The result is a comprehensive Land Use Plan that includes a balanced mix of land uses, organized and distributed in a logical manner, and is efficiently served by infrastructure.

The Land Use chapter is to be used in conjunction with other sections that discuss the details of the circulation system, public facilities, infrastructure, financing, and potential phasing. It is acknowledged that this Specific Plan document may evolve over time, and it may periodically be amended in response to market changes and community desires, as discussed in the Implementation and Administration chapter. As property owners and builders elect to develop their properties, they will be required to submit Tentative Subdivision Maps and detailed plans for review and approval. These plans will be designed based on the policies and standards contained in this chapter and other chapters.

3.2 KEY ELEMENTS OF THE LAND USE PLAN

The Land Use Plan (Figure 3-1) illustrates the distribution of land uses within the Plan Area. Table 3-1 provides a summary of these land uses. The number of acres and therefore units may vary slightly depending on more accurate survey information and the final alignment of roadways, however the total of 7,767 units establishes an approximate carrying capacity for the Plan Area.

A well-planned network of roadways is a key component of the Land Use Diagram. The thoroughfare and arterial roadways are located on approximately a one-mile spacing, allowing for the efficient flow of cross-town traffic, and serving to define three distinct sub-areas or neighborhoods. Residential and Commercial Collectors will provide connectivity between neighborhoods and schools and parks. Tentative Subdivision Maps will determine the final alignment of these internal streets.

Community-oriented commercial and office uses have generally been directed toward Elk Grove Boulevard and Highway 99 to capitalize on the vehicular access and visibility provided by these major roadways. Neighborhood-serving commercial uses have been located off of Whitelock

Parkway, which is centrally located within the Plan Area, allowing convenient access for local residents and encouraging walking and biking as alternatives to vehicular use. Single-family residential has been evenly distributed throughout the Plan Area, but a broad mix of single-family densities is proposed. Medium and High density residential are located adjacent to arterial streets and public transit opportunities and are generally in close proximity to commercial land uses. School and park sites are centrally located within each neighborhood within convenient walking distance of residents, minimizing the need for school children to cross arterials, and encouraging non-vehicular modes of transportation.

An important feature of the Land Use Plan are the proposed parkways, open space and landscape corridors. The Laguna South Parkway is centrally located along the north side of Whitelock Parkway and traverses the Plan Area from Bruceville Road to Highway 99, providing a major east-west connection. This corridor will provide a Class I off-street trail connection. There are also a number of paseos or tributary parkways that provide north-south connections between land uses and the Laguna South Parkway. Lastly, the arterial and collector streets create landscaped boulevards with separated sidewalks for pedestrians, creating a more pleasant walking experience.

Table 3-1 Land Use Plan Summary

Map Symbol SP/ Zone Designation	Land Use	Density (Calculation)	Approx. Acres±	Estimated Units±
RD-4	Single Family (move-up, executive)	4.0 du/ac.	151.2	605
RD-5	Single Family (conventional)	5.0 du/ac.	694.7	3,473
RD-6	Single Family (age restricted)	6.0 du/ac.	106.8	641
RD-7	Single Family (conventional/non-conventional)	7.0 du/ac.	79.0	553
RD-8	Single Family (conventional/non-conventional)	8.0 du/ac.	14.7	117
RD-10	Single Family (auto-court, cluster)	10.0 du/ac.	49.8	498
RD-15	Medium Residential (auto-court, attached)	15.1 du/ac.	51.0	770
RD-20	Multi-Family Residential	20.0 du/ac.	55.5	1,110
AC	Auto Commercial		69.8	
BP	Office Park		52.9	
SC	Shopping Commercial		125.7	
CIVIC CTR.	Proposed Civic Center		18.6	
FS	Fire Station		1.2	
ES,HS/MS	Schools (elementary, high/middle)		106.0	
LP,NP,CP	Parks (local, neighborhood, community)		164.9	
PKY, OS	Parkways or Open Space		69.3	
WTF	Water Treatment Facility		16.2	
	Major Roads		74.9	
TOTAL			1,900.2	7,767

Note: (1) Approximate acres for each land use does not include right-of-way for thoroughfare or arterial roadways (bc-bc) but does include adjacent landscape corridors, internal local streets as well as open spaces, and park land provided in addition to that designated on the Land Use Plan. Multi-family sites, schools and parks are net acres. Acres and yields are subject to slight changes based on more accurate base mapping, final alignments of roadways, etc.

(Insert Figure 3-1 Land Use Diagram)

3.2.1 PROJECT IDENTITY

The Laguna Ridge Specific Plan presents an opportunity to explore and celebrate the City of Elk Grove's history. A vital element to preserving creating a sense of place is to preserve the stories behind those places, and to bring them forward. Elk Grove has a rich agricultural past in which dairy farming, vineyards and ranching was widespread and prosperous. Moving products and cattle to market was hard work, and neighbors would help neighbors. This spirit bonded the community together.

Elk Grove was a stage stop on the Monterey Trail in the 1850s and a bustling community even before rail service was brought to town in 1868. Hotels, general stores, and other commercial enterprises sprang up to serve residents and travelers and the town flourished. Elk Grove Park (once called Graham's Grove) became a popular meeting ground, where community leaders held fundraisers with dances and chicken pie suppers. The importance of education is a key component the Elk Grove's heritage. The people of Elk Grove felt that it was their civic duty to provide for the education of their children, and established the first union high school in the State of California. This priority on education remains a hallmark of the community.

The Laguna Ridge Specific Plan seeks to reinforce this existing sense of community. It proposes a Civic Center Site located on Elk Grove Boulevard to provide a social gathering place for existing and future residents. The 20.6-acre Civic Center Site includes a 2.0 acre town green and is strategically located at the middle of the Plan's frontage on Elk Grove Boulevard. It will provide the opportunity for varied, high-quality architecture, and will serve to link commercial uses to the east and west. A town green and plaza areas are proposed to provide a landscaped focal element and terminus for the north-south paseo. While the precise design of this site is yet to be determined the following sketch and standards should serve as a starting point.

Figure 3-2: View of Proposed Civic Center Town Green and City Hall/Arts Complex



Standards – Proposed Civic Center:

1. A 2-acre town green and plazas should be incorporated into the design of the Civic Center Site. The town green should provide a centrally located gathering space for small events (e.g. festivals, speeches, farmer’s markets, street musicians, etc.) and should be graded or terraced to allow views from multiple levels.
2. Architecture should incorporate high quality design and detailing that is reflective of historical styles (e.g. recessed, operable windows, lintels, cornices or simple roof forms, stone or concrete foundation line) and shall utilize rich textures and durable finishes (e.g. brick, wood siding, or stucco).
3. Architecture should be pedestrian-scaled and varied in form and massing to provide visual interest. Buildings should include roof overhangs, covered walkways, awnings, trellises or other methods of providing shade and shelter.
4. A mix of land uses that will encourage pedestrian activity is encouraged. The site should provide administrative offices for city functions, a meeting hall, a performing arts center, library, ground floor retail with professional offices above, restaurants and delis, coffee or dessert houses, and other compatible uses.
5. A pedestrian mall within the Civic Center Site shall be developed to create an “old main street feel” with coordinated landscape and hardscape elements (e.g. pavers, furniture, lighting, signage etc.) linking to plazas, fountains and the town green. Pedestrian connections should be extended to link with commercial uses to the east and west.

Figure 3-3: View of Pedestrian Mall within Civic Center



A key ingredient in creating a unique and distinctive master-planned community within the larger context of the City of Elk Grove will be the landscaping and wall treatments provided along major streets surrounding the project. The quality of the landscaping as viewed from surrounding roadways will create the first impression of the project. The goal of the Laguna Ridge project is to de-emphasize the appearance of masonry walls that buffer single-family residential abutting major roadways. The landscape plans submitted with sets improvement plans for the first projects will define and set the level of quality expected for the Plan Area and the design for key intersections.

Figure 3-5 provides an Illustrative Site Plan for conceptual planning purposes. It illustrates how the Civic Center will provide a focal element at Elk Grove Boulevard, and demonstrates how pedestrian connections are provided by the parkways, paseos, and landscaped boulevards. A pedestrian oriented “theme” street will link retail and office uses located east and west of the Civic Center. This system will allow school children and residents to comfortably walk to schools and parks, and provides links from the Civic Center Site on Elk Grove Boulevard down to the Laguna Ridge Grand Parkway and the neighborhood commercial center at Whitelock Parkway. Because of the type of land uses proposed on the east side of Big Horn Boulevard, masonry walls on the east side of the street can be eliminated in favor of open iron fencing allowing an enhanced sense of landscaping and visual openness.

Standards – Landscaped Boulevards and Intersections:

1. The Laguna Ridge Design Guidelines document prepared by the Laguna Ridge Property Owners Group shall be reviewed and approved by the City Planning Director prior to approval of improvement plans for any project within the Laguna Ridge Plan Area. This document provides conceptual landscape plans for thoroughfare and arterial streets and identifies plant materials, wall treatments, sidewalks, crosswalks, pavers and other details.
2. Generally, turf grass is preferred between the sidewalk and back of curb, and groundcovers and shrubs are preferred between the sidewalk and residential walls.
3. Automatic irrigation systems shall be designed so that they can be converted to recycled water once recycle water mains become operational. Drip irrigation systems or bubblers that allow deep watering for street trees are preferred.
4. Shrubs and/or vines shall be planted to screen and cover masonry block walls, with the exception of stone pilasters or theme walls at key intersections or neighborhood entries.
5. Street trees shall be planted along all project roadways to provide shade for pedestrians at an appropriate spacing. Along thoroughfare and arterial roadways, a double row of trees may be required. Trees may be clustered or grouped, but gaps in spacing should not exceed 100-feet. A dominant street tree shall be specified for a particular street to provide continuity.
6. Accent trees should be utilized to identify key neighborhood entries along thoroughfare or arterial roadways.
7. The Land Use Diagram identifies the location key project intersections. They are as follows: A major project entry is located on the south side of Elk Grove Boulevard and Big Horn Boulevard. This feature shall measure 120-feet x 120 feet (from back of curb) at the southeast and southwest corners, and shall be incorporated into the design of the Civic Center and commercial sites.

**Figure 3-4: View of Landscaped Intersection/Project Entry
Proposed Civic Center/ SE Corner Big Horn and Elk Grove Blvd.**



8. There are two minor project entries identified. A minor project entry is proposed on the east side of Bruceville Road and Whitelock Parkway. This feature shall measure 60-feet x 60-feet (from back of curb) and shall be located on the southeast and northeast corners. The second is located on the west side of Laguna Ridge Road and Whitelock Parkway and shall provide 60-feet x 60-feet northwest and southwest corners.
9. A project “cross-roads” has been identified for Big Horn Boulevard and New Poppy Ridge Road. A 60-foot x 60-foot landscape area (as measured from back of curb) shall be provided at the southwest and southeast corners, and shall be incorporated into the design of the neighborhood commercial sites.
10. There are four project edges identified. They require a minimum 50-foot setback as measured from the corner, providing a diagonal or 45-degree line and additional area for landscaping and signage. These edges are located at the NW corner of Bilby Road and Big Horn Boulevard, the NE corner of Bilby Road and Bruceville Road, the SE corner of Bruceville Road and Elk Grove Boulevard, and the SW corner of Elk Grove Boulevard and Laguna Springs Drive.

3.2.2 COMMUNITY, VILLAGE AND NEIGHBORHOOD CONCEPT

For land use planning purposes, the 1,900-acre± Plan Area can be considered as three sub-areas or villages of approximately 640 acres each. These villages are formed by the arterial roadway system, which is located on approximately one mile spacing. Each village will be composed of several smaller neighborhoods with a school, neighborhood park and open space corridor located near its center to provide a focal element. Local Parks have been strategically located within each neighborhood.

The *Northeast Village or Sub-area* capitalizes on its position relative to Highway 99 and Elk Grove Boulevard. It places a mix of commercial uses including highway-oriented retail and auto-oriented commercial uses along Highway 99 and Elk Grove Boulevard to take advantage of these exposures. These uses will serve the broader community of Elk Grove as well as the Laguna Ridge Plan Area. In relation to the existing Auto Mall, the contiguous AC designation is intended to support this major commercial destination and employment node, by allowing a broad range of commercial, auto and highway related uses. Office uses have been designated on either side of Laguna Springs Drive south of Elk Grove Boulevard. A Civic Center site is proposed at the southeast corner of Elk Grove Boulevard and Big Horn Boulevard, to provide an area for administrative offices, public gatherings and other civic-oriented uses within a landscaped "park-like" setting. It provides a focal point along Elk Grove Boulevard. A Community Park is proposed directly south of the Civic Center. Elk Grove Boulevard, Big Horn Boulevard, West Stockton Boulevard, and Laguna Springs Drive will provide immediate access to public transit to encourage use of alternative modes of transportation.

A combined High School/Middle School site has been located directly east of Big Horn Boulevard that when considered in conjunction with the proposed Civic Center site and community park site will create an "open green edge" along this side of the road. (See Figure 3-5 Illustrative Site Plan) A second Community Park is located to the south of Whitelock Parkway. These community parks are intended to serve the needs of the Laguna Plan Area, the Southeast Plan Area and as well as the residents of within the City of Elk Grove. The Elementary School is separated from the High School/Middle School complex, but placing these facilities in close proximity allows for shared use. A parkway paseo located south of the Civic Center, the Neighborhood Park and the Big Horn Boulevard landscape corridor will provide a north-south connection to the Laguna South Grand Parkway. The balance of this sub-area is comprised of single family residential, which is designed to include some smaller neighborhood oriented parks.

The *Northwest Village or Sub-area* concentrates commercial oriented uses and higher densities toward Elk Grove Boulevard, with a large commercial center located at the southeast corner of the intersection of Elk Grove Boulevard and Bruceville Road. Major commercial centers that include large discount retailers, theaters, and similar land uses rely on a broad market area for their economic viability, and therefore are logically located along major roadways. A pedestrian oriented spine street will parallel Elk Grove Boulevard to connect commercial uses to the proposed Civic Center site. A neighborhood focus has been created within this sub-area by placing a Neighborhood Park and Elementary School at the center within convenient walking distance for school children and residents. This neighborhood also includes an area of single-family housing targeted for the active adult/seniors retirement market, which serves to broaden the diversity of housing located within the Plan Area. A parkway paseo provides a connection from the Elementary School and Parks within this sub-area down to the Laguna South Parkway Corridor.

The *Southwest Village or Sub-area* also has a Neighborhood Park and Elementary School located at the center, again to allow convenient walking distance for residents and school children. The village also includes a second Community Park located on the south side of Whitelock Parkway. A paseo extends from the Laguna South Grand Parkway to connect to the elementary school and neighborhood park site. A neighborhood-oriented Shopping Commercial (SC) site has been designated on the southeast corner of Bruceville Road and Whitelock Parkway, and two multi-family sites are located to the south, allowing convenient resident access to this commercial center and future transit services. The Land Use Plan also designates a neighborhood-oriented Shopping Commercial (SC) site at the intersection of Big Horn Boulevard and Poppy Ridge Road, again with higher density residential in close proximity, providing commercial services within convenient distance of nearby residents.

Figure 3-5: Illustrative Site Plan – Big Horn Blvd.

3.2.3 PARKWAYS, PASEOS & LANDSCAPE CORRIDORS

A key element of the Laguna Ridge Plan area is the system of parkways, paseos and landscape corridors that allow convenient pedestrian and bicycle connections between land uses. The purpose of this system is to create strong linkages between neighborhoods, schools, parks and recreational amenities to encourage walking, bicycling and alternatives to auto-travel.

The Laguna Ridge Grand Parkway provides major east-west connection with a 60-foot to 260-foot wide landscaped corridor connecting from Bruceville Road to Highway 99 along the north side of Whitelock Parkway and has been designed to provide a natural meandering corridor. In addition to providing 4-foot decomposed granite (D.G.) hiking trail on the north side of the channel and a paved Class I bike/pedestrian trail on the south side of the channel, This corridor serves a number of purposes including storm water conveyance, water quality, area for oak tree mitigation planting and it provides an enhanced landscaped corridor alongside Whitelock Parkway, and will contribute to the image of a well-landscaped, master-planned community. Figures 3-6 and 3-7 illustrates the proposed Laguna Ridge Grand Parkway corridor.

Figure 3-6: View of Grand Parkway looking at Proposed North-South Paseo Bridge



Figure 3-7A: Plan View of Grand Parkway from Bruceville Road to North-South Paseo



A secondary system of pedestrian trails or "paseos" will link to the Laguna Ridge Grand Parkway to provide north-south connections. These greenbelts will consist of landscaped areas measuring 40 to 100 feet in width, and will provide connections from schools and parks in one neighborhood or sub-area to the schools and parks in another. Figure 3-8 illustrates one example of a paseo, however a number "front-on", "side-on" and "back-on" situations may be employed with the design of the residential subdivision.

Figure 3-8: One Example/View of Paseo



Figure 3-7B: Plan View of Grand Parkway from North-South Paseo to Big Horn Boulevard



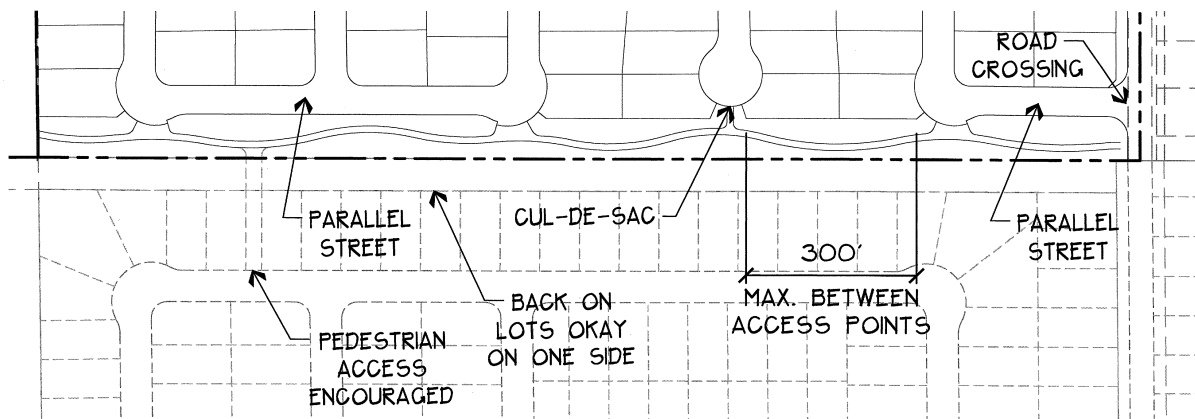
A third level of connectivity are the landscaped corridors located along major streets. All arterial and collector streets within the Plan Area will have separated sidewalks creating a more enjoyable walking experience. This system of landscaped boulevards will soften community edges and enhance the living environment.

Figure 3-5 provides an Illustrative Site Plan for the Big Horn Boulevard Corridor. It illustrates how the Civic Center will provide a focal element along Elk Grove Boulevard, and demonstrates how pedestrian connections are provided by paseos or sidewalks through open space parkways and by sidewalks adjacent to streets through landscape corridors. This system provides linkages to the neighborhood parks, the combined High School/Middle School Site and down to commercial center at Whitelock Parkway and creates “green edges” along arterial roadways.

Standards –Parkway and Paseo Residential Interface

1. Tentative subdivision maps for single-family residential projects shall be designed to ensure a positive and safe orientation toward paseos and open space corridors. Roadway access shall be provided adjacent to the paseo or open space corridor every 300-feet to allow surveillance. This may be accomplished by extending cul-de-sacs or loop streets to the paseo from either side of the corridor to allow visual access, or by aligning a parallel street adjacent to the corridor to provide “front-on” lots. The goal of providing visibility and emergency vehicle access is also accomplished where residential or other road crossings run perpendicular to and cross the paseo. Where a parallel street is provided on one side of the paseo or parkway, or where multi-family projects abut the paseo, single-family residential lots may “back-on” to the other side. Where lots back-on, the subdivision design should provide pedestrian connection points between lots at convenient locations or at road crossing to allow access to the pedestrian/bike trail.

Figure 3-9: Residential Interface with Paseos/Open Space Corridors



2. Residential Street Interface with Parks. For local parks residential streets shall be located on a minimum of two sides of the park to provide convenient visual and pedestrian access and curbside parking. Streets located on three or four sides are preferred. For neighborhood parks adjacent streets shall be located on two sides. Residential lots and/or elementary schools may be located on the remaining two sides.

Figure 3-10: Residential Interface with Local and Neighborhood Parks

3.3 OVERVIEW OF LAND USES

The following section provides a discussion of the different land use categories within the Plan Area, their location, special concerns, and policies. Where these policies or guidelines utilize phrases such as "should", "may" or "encouraged" a reasonable degree of flexibility shall be allowed. Where these policies or guidelines utilize phrases such as "shall", "will" or "required" little or no flexibility will be allowed. The application of these policies and guidelines is subject to the discretion of the Planning Director. Any disagreements regarding the interpretation of these policies and guidelines may be appealed to the Planning Commission and/or Council. Development standards for each land use zone are discussed in Section 3.5 Land Use Regulations and Development Standards. Design Guidelines have been prepared for each land use group and are attached to this specific plan as an appendix.

3.3.1 RESIDENTIAL LAND USES

The Land Use Plan proposes eight categories of residential land uses: RD-4, RD-5, RD-6, RD-7, RD-8, RD-10, RD-15 and RD-20. Specific Land Use densities have been identified on the Land Use Diagram to ensure a mix of residential lot sizes across the project area. A total of 1,202.7 acres are designated for residential uses, which based on the assigned densities calculates to a total of 7,767 dwelling units. These residential land use categories will provide a broad range of housing opportunities.

All Residential projects are subject to Design Review. The development standards for each residential land use or zone specifies a target or average density, which shall be used for calculating the total number of units permitted, and also specifies a density range. This density range is intended to provide flexibility and encourage a wider range of product types allowing densities to be mixed within a project as long as the overall calculated average density is not exceeded. For example, RD-5 allows a range between 4.0 and 6.0 du/ac. All other RD-5 standards would apply such as minimum lot size.

Table 3-2: Summary of Residential Land Uses

Symbol SP/Zone Designation	Land Use	Density Du/Ac.	Approximate Acres±	Estimated Units±	% of Total Units	Est. Pop. (1)
RD-4	Single-Family (moveup)	4.0	151.2	605	7.9%	1,906
RD-5	Single-Family (conventional)	5.0	694.7	3,473	43.9%	10,940
RD-6	Single-Family (age-restricted)	6.0	106.8	641	8.4%	1,346
RD-7	Single-Family (conventional or non)	7.0	79.0	553	7.2%	1,742
RD-8	Single-Family (conventional or non)	8.0	14.7	117	1.5%	369
RD-10	Single-Family (auto-court, cluster)	10.0	49.8	498	6.5%	1,569
RD-15	Medium Density (attached or detached)	15.1	51.0	770	10.0%	1,617
RD-20	Multi-Family (2)	20.0	55.5	1,110	14.5%	2,331
Total		6.5	1,202.7	7,767		21,820⁽³⁾

Note: (1) Population calculation is approximate and based on 3.15 persons per household for all single family residential land uses and 2.10 for RD-6, RD-15 and RD-20.

(2) SC zones allow high density residential as a conditionally permitted use, but potential units are not included.

(3) At 3.07 pph x 7,767 du, population is 23,845.

The following Design Standards shall apply to residential neighborhoods within Laguna Ridge in addition to the City-wide Guidelines:

Standards – Residential (Home Design):

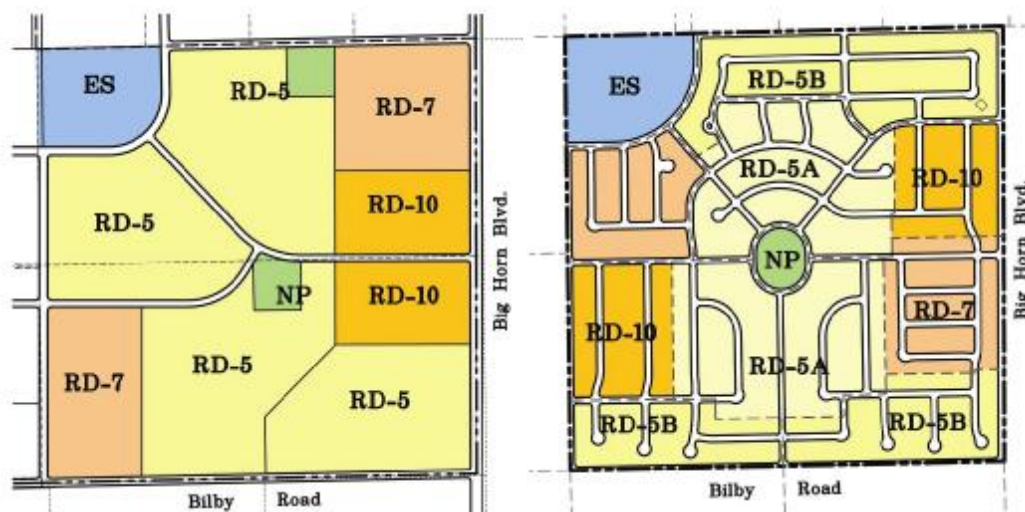
1. Architecture should draw from time honored traditional styles. Each style should utilize building forms and details that reinforce the individuality of the home, but also convey an overall sense of cohesiveness with the neighborhood. A palette of details should be developed and utilized to give a clear sense of the intended character of each home.
2. Homes are encouraged to have varied mass and proportion. Roof massing should not be monotonous. Successful neighborhoods will have rooflines that incorporate a variety of roof forms oriented in different directions, including a variety of single story and two story elements to create variety in scale and strengthen the overall streetscape.
3. Homes and landscaping should be designed in such a way as to reduce, screen and downplay the dominance of the garage. This can be achieved by recessing the garage door, by

- including architecture that projects forward, by creative use of color and textures, and other measures.
4. Porches provide many positive benefits to the streetscape and help create a sense of neighborhood. In addition to sheltering the front door from the weather and providing covered space for deliveries, they can reduce building mass and encourage interaction between neighbors.
 5. The appropriate use of rich colors and materials adds greatly to the sense of quality within a residential neighborhood. Careful placement of materials in conjunction with appropriate massing adds an additional layer of texture and detail to elevation styles. Colors can reinforce elevation styles and create a consistent theme throughout a residential neighborhood.

Standards – Residential (Subdivision Design):

6. The re-arrangement of land uses as shown on the Land Use Plan for a particular property is permitted to provide a more varied mix of densities and/or lot sizes, provided the overall density is maintained, subject to approval by the Design Review process.
7. Street systems within neighborhoods shall be comprehensively designed to provide a logical hierarchy of streets and continuity with adjacent parcels. This may require developing conceptual plans for adjacent properties that are not currently proposing development
8. Local Parks should be strategically positioned within each sub-area to provide a central focal element and organizational structure for the entire neighborhood. The Local Park is intended to impede, slow and stop vehicular traffic while allowing convenient pedestrian access.
9. Subdivision streets should be oriented from local parks to provide connections to adjacent neighborhoods to the north, south, east and west. Primary or Secondary Residential Streets with separated sidewalks (58 or 56-foot section) are encouraged for these key subdivision streets to provide a comfortable environment for pedestrians walking to Local Parks.

Figure 3-11: Example of Re-configuring Land Uses within a Neighborhood



10. Pedestrian connections to adjacent uses such as Parkways, Parks and Commercial Uses, in addition to those provided by landscape corridors along arterial roadways, are strongly encouraged to provide convenient and direct pedestrian routes, and links to amenities.
11. Parkways, paseos and/or open space corridors should be designed to provide visual focal element and feature for the neighborhood. Acceptable designs may include wide landscaped medians with or without a central walkway or expanded parkway corridors along streets or between lots.
12. Pedestrian friendly street design and the use of separated sidewalks on key roadways will encourage walking and alternatives to the automobile. Additionally, subdivision design is encouraged to include features such as “eye-brows”, mini-parks and other elements to enhance the pedestrian experience.
13. Deciduous street trees, that at maturity will provide a large canopy over the sidewalk and street, shall be required for each residential neighborhood within the parkway strip or in the front yard, at a spacing appropriate to the proposed housing type.
14. For residential properties, the applicant for a tentative subdivision map is encouraged to provide a mix of lot sizes, as allowed by the density range for the zone. This mix may be provided with distinct sub-areas of different sized lots, with half-plex lots on corners, with different sized lots interspersed within a single block, or by other methods.

Figure 3-12: Example of Interspersed Lot Sizes



3.3.2 Affordable Housing

Affordable housing for very low, low and moderate-income groups will be met within the Plan Area through a combination of strategies. The provision of affordable housing within the Plan Area relies upon the policies and programs specified in the *Housing Element* of the City of Elk Grove General Plan. The number or the fair share of affordable units needed within the City of Elk Grove has varied over time. The Affordable Housing Settlement Agreement endorsed in February 1996 specified a target of 36 to 40 acres of multi-family (720 to 800 units) for the Laguna Ridge Plan Area. The City of Elk Grove during the Housing Element update process in 2002 identified a need for 76 acres of high density residential within the Laguna Ridge Plan Area. The Land Use Plan is consistent with this direction from the City, and proposes 106.5 acres of High Density Residential with 55.5 acres or

1,110 units of RD-20 and 51.0 acres or 765 units of RD-15, or approximately 24.5% of the total residential units. Five RD-20 sites and four RD-15 sites have been designated on the Land Use Plan.

The City of Elk Grove has also enacted an Affordable Housing Fee. All market rate multi-family and single-family units within the Plan Area will be subject to this fee, which will be collected by the City and utilized to fund affordable housing programs (e.g. subsidies to encourage construction of affordable units, rent subsidies, etc.). The potential exists to collect over \$25 million in housing fees from Laguna Ridge Plan Area.

In addition to designated sites for RD-20 and RD-15, the RD-10, RD-8 and RD-7 designation can provide moderately priced attached and detached housing opportunities utilizing attached townhomes, auto court units, patio homes, zero lot line homes and other innovative housing types. Additionally, ancillary units or granny flats are an allowed use within conventional single-family zones providing further opportunities for affordable housing. Lastly, high-density residential is a permitted use within all commercial designations, and may replace commercial uses and/or could be combined with commercial uses to provide a mixed-use project. Where this occurs, it is anticipated that the demands on infrastructure and the impacts associated with multi-family uses would be equivalent to or less than the demands and impacts associated with the commercial uses replaced. An analysis shall be prepared and submitted in conjunction with any development application for this type of project.

Standards - Affordable Housing:

1. In conformance with the City of Elk Grove's Affordable Housing Ordinance, all market-rate multi-family and single-family homes shall be subject to the Affordable Housing Fee. The funds collected should be utilized by the City to develop and subsidize programs to provide affordable housing units.
2. Infrastructure and roadway improvements shall be provided to multi-family sites with-in each sub-area as soon as is practically feasible to allow the opportunity to develop affordable units concurrent with the development of single-family residential sites.

3.3.3 COMMERCIAL AND OFFICE LAND USES – POTENTIAL JOBS

The Land Use Plan proposes three categories of commercial land uses: Shopping Commercial (SC), Auto Commercial (AC) and Office Park (BP). Additionally, an 18.6-acre proposed Civic Center Site (CIVIC CTR.) and 2.0-acre town green has been identified on Elk Grove Boulevard (which would have an underlying zoning designation of SC). The proposed Civic Center site is discussed under Project Identity and Public Uses. Considered together a total of 265.0 acres (13.9% of the total land area) of commercial uses are proposed. This allocation of commercial land uses is appropriate given the location of the Plan Area in relation to existing roadways and is intended to provide business, employment and shopping opportunities in close proximity to housing. It provides the potential for over 8,700 jobs and allows the Plan Area to achieve an appropriate jobs/housing balance. The land area designated for commercial land uses could potentially provide over 1.1 jobs per housing unit. All commercial and office projects (SC and BP) will be subject to the City's Design Review process and the City-wide Design Guidelines. The Auto Commercial (AC) area will be subject to the existing design guidelines developed for Phase I and Phase II of the Auto Mall.

The Shopping Commercial (SC) designation provides for a total of 125.7 acres on several sites, dispersed along Elk Grove Boulevard, Poppy Ridge Road and Bruceville Road near major

intersections. SC allows a broad range of uses, but is intended to provide for major shopping centers, service commercial and offices that are dependent on vehicular access and visibility from arterial streets. A community oriented, mixed-use commercial corridor is envisioned along the south side of Elk Grove Boulevard, and a minor neighborhood-oriented commercial node is proposed at the intersection of Whitelock Parkway and Big Horn Boulevard. Calculated at a typical density of .25 FAR (floor to area ratio), this designation could yield approximately 1.4 million square feet of development, and the potential for 2,750 employment opportunities (22 employees/acre or 1 employee/500 sq. ft. of building).

The Auto Commercial (AC) designation provides 69.8 acres to allow the development of an auto mall project and related commercial and employment uses. This AC site is located directly south of the existing Auto Mall along Highway 99. It is envisioned to provide opportunities for businesses that desire highway visibility, employment opportunities for local residents and serves to provide a transitional land use between Highway 99 and residential areas within the Plan Area. Calculated at a typical density of .30 FAR this designation could yield approximately 912,000 square feet of development and the potential for 2,250 employment opportunities (32 employees/acre or 1 employee/400 sq. ft. of building).

The Office Park (BP) designation provides 50.9 acres of employment-oriented uses located adjacent to Laguna Springs Drive, near the Elk Grove Boulevard commercial corridor as well as along Highway 99. It is envisioned that the BP zone will provide a specific area for professional offices, medical facilities, research and development companies, and other businesses within a landscaped setting. Calculated at a typical density of .35 FAR, this designation could yield 780,000 square feet of development and the potential for 3,124 jobs (61 employees/acre or 1 employee/250 sq. ft. of building). A pleasing mix of high quality, one, two and three story office buildings and support uses (such as hotels and restaurants) are envisioned.

The proposed Civic Center (Civic Ctr) site provides 18.6 acres for administrative offices and civic uses. Calculated at a typical density of 0.30 FAR, this designation could yield 250,000 square feet of office space and provides 600 jobs (32 employees/acre or one employee/400 square feet of building). A mix of two story office building and support commercial uses are envisioned. Schools have not been included in the estimate for jobs.

The applicant is allowed to refine the arrangement of land uses within the property they control provided the same mix of land uses is achieved, subject to review and approval by the Planning Director and Section 9.3 Specific Plan Amendment Procedures.

Design Standards are listed for key commercial areas within the Laguna Ridge community to ensure the development of a cohesive, well-coordinated architecture and encourage pedestrian oriented design. These standards are unique and included in addition to the City Wide Design Guidelines.

Standards-Elk Grove Boulevard Commercial:

1. A pedestrian-oriented walkway and vehicular spine street shall be designed to connect across the storefronts of the commercial uses along Elk Grove Boulevard that directly flank either side of the proposed Civic Center site. This street will provide an alternative circulation route to Elk Grove Boulevard. This theme street shall include unifying elements common to a traditional main street (e.g. street trees, tree grates, street lights, bollards, banners, specialized signage, etc.) to create a clear pedestrian link to the proposed civic center and town green. (Please see Figure 3-6).

2. The pedestrian walkway along storefronts shall be sufficiently wide enough to accommodate the display of wares or provide for benches, newspaper stands or phone booths. A minimum of ten (10) feet is encouraged. Outdoor sidewalk sales, farmer's markets and other activities where retailers interact with pedestrians are strongly encouraged.
3. Each commercial center shall include a pedestrian plaza or outdoor seating area to encourage pedestrian activity and provide a place to meet or convene. Plaza should include items such as umbrellas, tables, chairs, fountains, planters and landscaping to create a comfortable human scale.

Figure 3-13: Plan View of Proposed Civic Center and Adjacent Commercial



4. Commercial buildings should be designed to provide shade and shelter for pedestrians and to encourage window-shopping. Buildings should include roof overhangs, covered walkways, awnings, trellises or other devices for providing shade and shelter.
5. Placement of commercial buildings and enhanced landscape features should be focused toward the internal pedestrian spine street, but site design should also consider orienting buildings and landscaping toward Elk Grove Boulevard in a manner to reduce the visibility of parking areas.
6. Architecture should draw from traditional or historical styles and should utilize simple building forms, recessed windows, lintels and/or sills, cornices or simple roof forms to create a positive pedestrian environment. Larger anchor tenants should articulate the storefront to break up the building mass. This may include changes in building height, setbacks in the front elevation, the inclusion of simple roof forms or tower elements.
7. Materials and colors consistent with the theme of the architecture shall be utilized. Brick, concrete or stone is encouraged at the ground level to highlight the foundation line. High quality, durable finishes shall be utilized.
8. In addition to the City's Design Review Process, major retail anchor stores measuring over 100,000 sq. ft. in area are required to process a Conditional Use Permit with City Council approval authority to ensure appropriate land use and high quality architecture is provided.

- Additionally, the Fort Collins design guidelines shall be applied. These guidelines are provided as an appendix under separate cover.
9. The commercial site located at the southeast corner of Bruceville Road and Elk Grove Boulevard shall provide pedestrian scale architecture with a strong design orientation toward the corner as well as Bruceville Road and Elk Grove Boulevard, and shall be designed to incorporate a pedestrian spine street linking to the commercial and civic uses located to the east.

Standards-“Crossroads” Commercial at Big Horn Blvd. & Whitelock Parkway:

10. A pedestrian-oriented theme street and walkway shall be designed to connect across the storefronts of the commercial within the “Crossroads” Commercial center. This theme street shall include unifying elements common to a traditional main street (e.g. street trees, tree grates, street lights, bollards, banners, specialized signage, etc.) to create a clear pedestrian link from the storefronts to the Laguna Grand Parkway and across Big Horn Boulevard to tie these two commercial centers together. (Please see Figure 3-7).
11. The project design and site plan shall position architecture oriented to the corner of Big Horn Boulevard and Whitelock Parkway to reinforce the landscaping framing this important space and obscure the parking areas as viewed from the intersection.
12. The pedestrian walkway along storefronts shall be sufficiently wide enough to accommodate the display of wares or provide for benches, newspaper stands or phone booths. A minimum of ten (10) feet is encouraged. Outdoor sidewalk sales where retailers interact with pedestrians are strongly encouraged.
13. Each commercial center (on either side of Big Horn Boulevard) shall include a pedestrian plaza or outdoor seating area located near the key anchor tenants within the heart of the center, to encourage pedestrian activity and provide a place to meet or convene. Plaza should include items such as umbrellas, tables, chairs, fountains, planters and landscaping to create a comfortable human scale.
14. Commercial buildings should be designed to provide shade and shelter for pedestrians and to encourage window-shopping. Buildings should include roof overhangs, covered walkways, awnings, trellises or other devices for providing shade and shelter.
15. Mixed Use projects that include offices or residential units over ground floor retail are strongly encouraged within the Crossroads Commercial area.

3.3.4 PUBLIC AND QUASI-PUBLIC LAND USES

The Land Use Plan depicts five categories of public or quasi-public land use, consisting of Schools (ES, MS, HS), Parks, Parkways and Open Space (LP, NP, CP, PKY, OS), Water Treatment Facilities (WTF), a Civic Center Site (CIVIC CTR) and a Fire Station Site (FS). The RD-5 designation shall be utilized as the underlying zone for Schools, Parks, and Water Treatment Facilities for the purposes of establishing a fair market value during land acquisition. The Civic Center Site shall have an underlying designation of SC. The fire station shall have an underlying designation of RD-15. If it is decided in the future that a site designated for a public facility is not needed, it shall be allowed to revert to its underlying designation and/or applicable agreements without a specific plan amendment.

A Civic Center site has been designated on Elk Grove Boulevard. The underlying zoning designation of SC allows a full range of uses, but this site is envisioned to provide a location for city administrative offices, meeting halls, useable public open space, and other uses situated in a "park-like" setting. Special agreements may apply to the Civic Center site to encourage the development of appropriate uses.

There are a total of 106.0 acres designated for Schools with three Elementary Schools (ES) and a combined High School/Middle School (HS/MS) site. An elementary school has been located within each village or sub-area of the plan. The HS/MS site is located on a 76.0-acre site directly east of Big Horn Boulevard and north of the Laguna South Grand Parkway.

A total of 234.2 acres have been designated for Parks, Parkways and Open Space, and conceptual locations for Local Parks (LP), Neighborhood Parks (NP), Community Parks (CP), Parkways (PKY) and Open Space (OS) have been shown on the Land Use Plan. Parks comprise 164.9 acres of this total, while Parkways and Open Space total 69.3 acres. Parks have been located adjacent to school sites to allow shared use of facilities. Parkways are located to provide off-street pedestrian connections between land uses. The acreage calculation of school and park sites are net figures and do not include adjacent local streets or open spaces and net acres are shown in the Land Use Summary. Individual developers may designate additional open space areas as part of a subsequent Tentative Subdivision Map submittal. Further discussion of schools, parks and open space is contained within Chapter 5 *Public Services and Facilities*.

Three Water Treatment and Storage Facilities have been identified within the Plan Area. A 6-acre site is located southeast of the intersection of Bruceville Road and Old Poppy Ridge Road, a 4-acre site is located south of Elk Grove Boulevard near the Civic Center Site, and a 6-acre site is located north of Whitelock Parkway and east of the High School/Middle School Site. A 10-acre Water Quality and Detention Pond site has been located adjacent to Bilby Road, east of Bruceville Road but is identified as a park and open space area.

A 1.2 acre Fire Station Site has been strategically located just east of Big Horn Boulevard off of Old Poppy Ridge Road within the center of the Plan Area. The location of this site has been coordinated with the Elk Grove Fire Department.

3.3.5 ZONING AND NON-PARTICIPATING PROPERTIES

As discussed in Chapter 2 the LRSP contains multiple property owners each with their own unique desires and goals. At the time this plan was formulated a group of 18 property owners controlling approximately 1,700 acres or 89% of the Plan Area agreed to cooperate based on a commonly held interest in developing their properties and elected to financially sponsor the preparation of this Specific Plan effort, and all of the required engineering and environmental studies needed to evaluate the project.

The remaining property owners elected not to financially participate in this Specific Plan effort. The Land Use Plan designates land use and zoning for non-participating properties. These parcels are identified on the Land Use Plan with a screened cross-hatch pattern. The existing residential/agricultural uses on these parcels may continue until these owners wish to proceed with development. The proposed specific plan land uses were analyzed by the engineering studies. The intent of identifying these properties is to signal to the City of Elk Grove planning staff that any subsequent request for development on these parcels will be subject to a reimbursement agreement to compensate the sponsoring landowners and/or the City of Elk Grove for the cost of the Specific Plan effort and there may be a need for additional site-specific environmental studies.

The non-participating property owners will be required to pay a Specific Plan Fee upon submittal of an application requesting subdivision or development based on the number of acres included in the application or the size of the parcel, whichever is greater. This "fair-share" fee will be calculated based on the following formula:

$$(\text{Total Specific Plan Cost}) \div \text{total acres} \times \text{parcel acreage} = \text{Specific Plan Fee}$$

The items to be included in the Specific Plan Fee have been determined in coordination with the City of Elk Grove and may include, but are not necessarily be limited to the following:

1. Costs expended by the City or administrative charges to review or hire consultants to prepare and/or review the Specific Plan, engineering studies, environmental studies, and/or the EIR.
2. Costs expended by the sponsoring property owners group to hire consultants to prepare and/or the specific plan, engineering studies, environmental studies and/or the EIR.
3. The Total Specific Plan Cost may be multiplied by a yearly interest rate or inflation factor, to fairly account for the passage of time.

Parcels owned by sponsoring property owners that financially participated in the preparation of the plan will not be required to pay the Specific Plan Fee.

3.4 CALCULATION OF DENSITY AND UNITS

The allowable number of residential dwelling units for a particular parcel or parcels is calculated by multiplying the gross acres of the zone as shown on a Tentative Subdivision Map or Development Plan by the average or minimum density for that zone. The acres used in this calculation may vary slightly from the "approximate" acres shown on the Land Use Plan and Table 3-1 based on more accurate survey and boundary information, and final street alignments. The calculation of density shall not include arterial streets (as measured back of curb to back of curb) or other land uses designated on the Land Use Plan, but may include landscape corridors, internal local and collector streets, private recreation facilities, parkways and open spaces provided in addition to those shown on the Land Use Plan, as well as incidental public facility sites such as wells, and electrical substations.

The total number of units identified by the Land Use Diagram is intended to set an overall "holding capacity" for the Plan Area, and this number has been utilized in the preparation of technical studies, financing plans and the EIR.

3.5 LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

The following section provides the land use regulations and development standards pertinent to each Specific Plan zone designation as illustrated on the Land Use Plan.

3.5.1 RD-4 SINGLE FAMILY RESIDENTIAL (4.0 DU/AC)

3.5.1.1 Purpose and Intent

The RD-4 designation is intended to provide areas for move-up or executive single-family housing. The minimum lot size is 8,500 sq. ft., and a typical lot size could measure 70' x 122'.

3.5.1.2 Density

The total number of allowable units for a parcel or parcels that are designated on the Land Use Plan as RD-4 shall be calculated utilizing an average density of 4.0 dwelling units per gross acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 3.0 to 5.0 du/ac is allowed to encourage a mix of lot sizes on different parcels however the RD-4 standards must be met. This approach allows some flexibility, and allows a variety of single-family residential lot sizes within a single parcel or between several parcels if controlled and mapped concurrently by one property owner or builder.

3.5.1.3 Allowable Land Uses

Permitted uses within the RD-4 designation shall be as summarized below. Any other uses listed in Chapter I, Table I of the Zoning Ordinance (sections 201.02 to 201.04) for RD-4 shall be conditionally permitted.

Permitted:

- Single-family dwellings, model home complexes, sales and/or construction offices
- Accessory dwellings
- Accessory uses and structures
- Home occupations
- Public Schools (K-12)
- Public or quasi-public facilities or government owned buildings
- Parks, playgrounds and ancillary uses

Conditionally Permitted:

- Half-plex, duplex or two-family dwellings
- Condominiums or townhomes

3.5.1.4 RD-4 Development Standards

The minimum net lot area, lot width, setbacks and other standards for each lot in the RD-4 designation shall be as set forth on Table 3.5-1. These standards shall supersede any conflicting standards listed in other documents.

3.5.2 RD-5 SINGLE FAMILY RESIDENTIAL (5.0 DU/AC)

3.5.2.1 Purpose and Intent

The RD-5 designation is intended to provide areas for conventional single-family housing. The minimum lot size is 5,200 sq. ft., and a typical lot size could measure 52' x 100'.

3.5.2.2 Density

The total number of allowable units for a parcel or parcels that are designated on the Land Use Plan as RD-5 shall be calculated utilizing an average density of 5.0 dwelling units per gross acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 4.0 to 6.0 du/ac is allowed to encourage a mix of lot sizes on different parcels, however the RD-5 standards must be met. This approach allows some flexibility, and allows a variety of single-family residential lot sizes within a single parcel or between several parcels if controlled and mapped concurrently by one property owner or builder.

3.5.2.3 Allowable Land Uses

Permitted uses within the RD-5 designation shall be as summarized below. Any other uses listed in Chapter I, Table I of the Zoning Ordinance (sections 201.02 to 201.04) for RD-5 shall be conditionally permitted.

Permitted:

- Single-family dwellings, model home complexes, sales and/or construction offices
- Accessory dwellings
- Accessory uses and structures
- Home occupations
- Public Schools (K-12)
- Public or quasi-public facilities or government owned buildings
- Parks, playgrounds and ancillary uses

Conditionally Permitted:

- Half-plex, duplex or two-family dwellings
- Condominiums or townhomes

3.5.2.4 RD-5 Development Standards

The minimum net lot area, lot width, setbacks and other standards for each lot in the RD-5 designation shall be as set forth on Table 3.5-1. These standards shall supersede any conflicting standards listed in other documents.

3.5.3 RD-6 SINGLE FAMILY RESIDENTIAL-AGE RESTRICTED (6.0 DU/AC)

3.5.3.1 Purpose and Intent

The RD-6 designation is intended to provide an area for “age-restricted” single-family housing targeted for active adults and seniors. Any portion of the RD-6 site proposed for non-age-restricted housing shall utilize the RD-5 standards. A mix of lot sizes is envisioned. The minimum lot size is 4,000 sq. ft., and a typical lot size could measure 45' x 100'.

3.5.3.2 Density

The total number of allowable units for a parcel or parcels that are designated on the Land Use Plan as RD-6 shall be calculated utilizing an average density of 6.0 dwelling units per acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 5.0 to 7.0 du/ac is allowed to encourage a mix of lot sizes on different parcels however the RD-6 standards must be met. This approach allows some flexibility, and allows a variety of single-family residential lot sizes within a single parcel or between several parcels if controlled and mapped concurrently by one property owner or builder.

3.5.3.3 Allowable Land Uses

Permitted uses within the RD-6 designation shall be as summarized below. Any other uses listed in Chapter I, Table I of the Zoning Ordinance, (sections 201.02 to 201.04) for RD-7 shall be conditionally permitted.

Permitted:

- Single-family dwellings, model home complexes, sales and/or construction offices
- Accessory dwellings
- Accessory structures
- Home occupations

Public or quasi-public facilities or government owned buildings
Parks or playgrounds, private recreation facilities, open spaces.

Conditionally Permitted:

Half-plex, duplex or two-family dwellings
Condominiums or townhomes

3.5.3.4 RD-6 Development Standards

The minimum net lot area, lot width, setbacks and other standards for each lot within the RD-6 designation shall be as set forth below and listed in Table 3.5-1. These standards shall supersede any conflicting standards listed in other documents.

3.5.4 RD-7 SINGLE FAMILY RESIDENTIAL (7.0 DU/AC)

3.5.4.1 Purpose and Intent

The RD-7 designation is intended to provide areas for conventional single-family housing utilizing either detached or attached units, as well as more innovative housing designs. The minimum lot size is 4,000 sq. ft., and a typical lot size could measure 45' x 90'.

3.5.4.2 Density

The total number of allowable units for a parcel or parcels that are designated on the Land Use Plan as RD-7 shall be calculated utilizing a density of 7.0 dwelling units per acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 6.0 to 8.0 du/ac is allowed to encourage a mix of lot sizes on different parcels, however the RD-7 standards must be met. This approach allows some flexibility, and allows a variety of single-family residential lot sizes within a single parcel or between several parcels if controlled and mapped concurrently by one property owner or builder.

3.5.4.3 Allowable Land Uses

Permitted uses within the RD-7 designation shall be as summarized below. Any other uses listed in Chapter I, Table I of the Zoning Ordinance, (sections 201.02 to 201.04) for RD-7 shall be conditionally permitted.

Permitted:

Single-family dwelling, model home complexes, sales and/or construction offices
Two family dwellings, half-plex or duplex dwellings
Accessory structures
Home occupations
Public Schools (K-12)
Public or quasi-public facilities or government owned buildings
Parks or playgrounds

Conditionally Permitted:

Condominiums or townhomes

3.5.4.4 RD-7 Development Standards

The minimum net lot area, lot width, setbacks and other standards for each lot within the RD-7 designation shall be as set forth below and listed in Table 3.5-1 "Summary Chart of Single Family Residential Development Standards".

Table 3.5-1: Summary Chart of Single-Family Residential Development Standards

	RD-4	RD-5	RD-6	RD-7
LOT DIMENSIONS (1)				
Single Family				
Min. lot area (interior)	8,500 sq.ft.	5,200 sq.ft.	4,000 sq.ft.	4,000 sq.ft.
Min. lot area (corner)	8,500 sq.ft.	6,200 sq.ft.	4,750 sq.ft.	4,500 sq.ft.
Min. lot width (interior)	65 feet	52 feet	40 feet	40 feet
Min. lot width (corner)	75 feet	62 feet	47½ feet	50 feet
<i>Min. depth</i>	100 feet	85 feet	65 feet	65 feet
Two-Family (Halfplexes)				
Min. lot area (interior)	Subject	Subject	Subject	Subject
Min. lot area (corner)	To	to	to	to
Min. lot width (interior)	Design	Design	Design	Design
Min. lot width (corner)	Review	Review	Review	Review
<i>Min. depth</i>	Process	Process	Process	Process
SETBACKS (2) (3) (4) (5)				
Front (to garage door)	22 feet	20 feet 18 feet (6)	20 feet 18 feet (6)	20 feet 18 feet (6)
Front (to living area)	20 feet	15 feet	15 feet	15 feet
Front (to covered porch)	20 feet	15 feet	12½ feet	12½ feet
<i>Front (side garage/swing driveway)</i>	15 feet	15 feet	15 feet	15 feet
2 nd Front/Side Street (corner lot)	12½ feet	12½ feet	12½ feet	12½ feet
Side (interior)	5 feet	5 feet	5 feet	5 feet
Side (zero lot line)	0 feet, 10 feet total bldg. separation	0 feet, 10 feet total bldg. separation	0 feet, 10 feet total bldg. separation	0 feet, 10 feet total bldg. separation
Rear (to living area) (7)	20 feet	15 feet	15 feet	15 feet
<i>Rear (to detached garage)</i>	5 feet	5 feet	5 feet	5 feet
HEIGHT (8)				
Primary structure	30 feet	30 feet	30 feet	30 feet
<i>Ancillary structure</i>	25 feet	25 feet	25 feet	25 feet
<i>Detached garage</i>	25 feet	25 feet	25 feet	25 feet
MAXIMUM COVERAGE (9)				
<i>Single story building</i>	60%	65%	70%	70%
<i>Two story building</i>	50%	55%	60%	60%
FENCING (10)				

Footnotes to Table 3.5-1:

- (1) The public street frontage for lots fronting on a curved street or on the curved portion of a cul-de-sac street or knuckle may be measured along an arc located within the front fifty (50) feet of the lot, and based on a center point coincidental with the center point of the street curve. If such arc is further than twenty (20) feet from the right-of-way line of the street (or 18-feet for RD-6 lots), that arc will be considered the front yard setback line of the lot. The minimum width of said arc for an RD-6 or RD-7 lot shall be 30-feet at the 18-foot setback. In no case shall the lot frontage as measured at the right-of-way line be less than twenty (20) feet.
- (2) Architectural projections are allowed to extend two (2) feet into the required interior side yard and rear yard setbacks. Architectural projections are also allowed to extend two (2) feet into required front yard setbacks provided a minimum setback of 12½-feet is maintained. Architectural projections include eaves, bay windows (cantilevered and extending from the foundation), fireplaces, media bays, and architectural box-outs.
- (3) Mechanical equipment (e.g. air conditioner units, etc.) are allowed to extend three (3) feet into the required interior and corner side yard and rear yard setbacks.
- (4) Ancillary units have front, side, and street side yard setback requirements that are different from the primary unit to encourage detached garages and/or "granny units" located to the rear of the lot or along the second front/side street. If attached, the required rear yard is the same as for the primary unit. If detached, the separation from the primary unit is governed by the Uniform Building Code and the Uniform Fire Code. Ancillary units may be separate units, or placed above attached or detached garages.
- (5) Front setbacks are measured from back of sidewalk for both attached and detached sidewalks. Where a detached walk is utilized on a 2nd front/side street setback, and less than 4,000 ADT is projected, setback to house or privacy fencing may be measured from curb.
- (6) A 20-foot setback is required to garage doors unless a "roll-up" garage door is utilized, in which case an 18-foot setback to the garage door is allowed.
- (7) The main building may project into the required rear yard provided that an equal area is provided as a yard or court within the buildable portion of the lot. In no event shall the rear yard be less than 10-feet for one-story buildings and 15-feet for two and three story buildings.
- (8) Exceptions to height restriction allowed for chimneys, satellite dishes and other incidental elements.
- (9) Coverage is defined as building "footprint" area or the area within all exterior building walls including living space and enclosed garages, but does not include driveways, hardscape or landscape areas.
- (10) Fencing on street side yards (2nd front) shall be 5 feet from the back edge of sidewalk and no higher than 6 feet and shall be consistent with corner and driveway visibility easements.

3.5.5 RD-8 SINGLE FAMILY RESIDENTIAL (8.0 DU/AC)

3.5.5.1 Purpose and Intent

The RD-8 designation is intended to provide areas for innovative single-family housing utilizing either detached or attached units, zero lot line or zipper lots, townhomes or other creative housing designs. The minimum lot size is 3,000 sq.ft., and a typical lot size could measure 45' x 75'.

3.5.5.2 Density

The total number of units allowed for a parcel or parcels that are designated on the Land Use Plan as RD-8 shall be calculated utilizing a density factor of 8.0 dwelling units per acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 6.0 to 10.0 du/ac is allowed to encourage a mix of lot sizes on different parcels. This approach allows some flexibility, and allows a variety of single-family residential lot sizes within a single parcel or between several parcels if controlled and mapped concurrently by one property owner or builder.

3.5.5.3 Allowable Land Uses

Permitted uses within the RD-7 designation shall be as summarized below. Any other uses listed in Chapter I, Table I of the Zoning Ordinance, (sections 201.02 to 201.04) for RD-7 shall be conditionally permitted.

Permitted:

- Single-family dwelling, model home complexes, sales and/or construction offices
- Two family dwellings, half-plex or duplex dwellings
- Accessory structures
- Home occupations
- Public Schools (K-12)
- Public or quasi-public facilities or government owned buildings
- Parks or playgrounds

Conditionally Permitted:

- Condominiums or townhomes

3.5.5.4 RD-8 Development Standards

The minimum net lot area, lot width, setbacks and other standards for each lot within the RD-8 designation shall be determined subject to the Design Review process.

3.5.6 RD-10 SINGLE FAMILY RESIDENTIAL (10.0 DU/AC)

3.5.6.1 Purpose and Intent

The RD-10 designation is intended to provide areas for innovative detached and attached single-family housing, including cluster units, auto-court units, townhomes, half-plexes, etc.

3.5.6.2 Density

The total number of allowable units for a parcel or parcels that are designated on the Land Use Plan as RD-10 shall be calculated utilizing an average density of 10.0 dwelling units per gross acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 8.0 to 12.0 du/ac is allowed to encourage a mix of lot sizes on different parcels. This approach allows some flexibility,

and allows a variety of single-family residential lot sizes within a single parcel or between several parcels if controlled and mapped concurrently by one property owner or builder.

3.5.6.3 Allowable Land Uses

Permitted uses within the RD-10 designation shall be as summarized below. Any other uses listed in Chapter I, Table I of the Zoning Ordinance (sections 201.02 to 201.04) for RD-10 shall be conditionally permitted.

Permitted:

- Single-family dwellings, model home complexes, sales and/or construction offices
- Half-plex, duplex or two-family dwellings
- Condominiums or townhomes
- Accessory dwellings
- Accessory uses and structures
- Home occupations
- Public Schools (K-12)
- Public or quasi-public facilities or government owned buildings
- Parks, playgrounds and ancillary uses

Conditionally Permitted:

- Medical office, support office or retail where ancillary to a seniors project and less than 10% of the total building square footage.

3.5.6.4 RD-10 Development Standards

The minimum lot width, setbacks and others standards for each lot in the RD-10 designation shall be determined subject to the city's Design Review process.

3.5.7 RD-15 MEDIUM DENSITY RESIDENTIAL (15.1 DU/AC MINIMUM)

3.5.7.1 Purpose and Intent

The RD-15 designation is intended to provide areas for innovative detached and attached single-family housing or multi-family housing, including cluster units, auto-court units, townhomes, half-plexes, etc.

3.5.7.2 Density

The total number of units for a particular parcel or parcels that are designated on the Land Use Plan as RD-15 shall be calculated utilizing a minimum density of 15.1 dwelling units per gross acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 12.0 to 18.0 du/ac is allowed to encourage a mix of lot sizes within the RD-15 areas, however the minimum overall density shall be 15.1 du/ac. This approach allows some flexibility, and allows a variety of single-family residential lot sizes and attached housing within a single parcel or between several RD-15 parcels if controlled and mapped concurrently by one property owner or builder. Any reduction in density must be reviewed by the City of Elk Grove to ensure affordable housing policies are met. An increase in the number of dwelling units is allowed by right up to a density of 20.0 du/ac.

3.5.7.3 Allowable Land Uses

Permitted uses within the RD-15 designation shall be as summarized below.

Permitted:

- Single-family dwellings, model home complexes, sales and/or construction offices
- Half-plex, duplex or two-family dwellings
- Multi-family apartments
- Condominiums or townhomes
- Accessory dwellings
- Accessory uses and structures
- Home occupations
- Public Schools (K-12)
- Public or quasi-public facilities or government owned buildings
- Parks, playgrounds and ancillary uses

Conditional Permitted:

- Medical office, support office or retail where ancillary to a seniors project and less than 10% of the total building square footage.

3.5.7.4 RD-15 Development Standards

The minimum lot width, setbacks and others standards for each lot in the RD-15 designation shall be determined subject to the city's Design Review process.

3.5.8 RD-20 MULTI-FAMILY RESIDENTIAL DENSITY (20.0 DU/AC MINIMUM)

3.5.8.1 Purpose and Intent

The Multi-Family RD-20 designation is intended to provide for apartments and other high density attached or detached housing.

3.5.8.2 Density

The total number of units for a particular parcel or parcels that are designated on the Land Use Plan as RD-20 shall be calculated utilizing a minimum density of 20.0 dwelling units per acre (du/ac) as specified by Section 3.3 *Calculation of Density and Units*. A density range of 15.0 to 25.0 du/ac is allowed, but a minimum average density of 20.0 du/ac. must be maintained RD-20 on multi-family sites. Any reduction in density must be reviewed by the City of Elk Grove to ensure affordable housing policies are met. An increase in the number of dwelling units is allowed by right up to a density of 25.0 du/ac.

3.5.8.3 Allowable Land Uses

The following land uses and activities are allowed within the RD-20 designation subject to the standards and provisions of this chapter, the policies and guidelines found within this Specific Plan.

Permitted:

- Multi-Family Apartments
- Condominiums

Townhome/rowhouse or cluster development
Home occupations

Conditionally Permitted:

Medical office, support office or retail where ancillary to a seniors project and less than 10% of the total building square footage.

3.5.8.4 RD-20 Development Standards

The minimum net lot area, lot width, public street frontage, setbacks and other development standards for each lot within the RD-20 designation shall be subject to the city's Design Review process.

HEIGHT: (3)

Primary structure:	40 feet and 3 stories
Ancillary structure:	25 feet
Detached garage:	25 feet

3.5.9 SHOPPING COMMERCIAL (SC)

3.5.9.1 Purpose and Intent

The purpose of the Shopping Commercial designation is to establish locations for community and neighborhood commercial uses that will offer a wide choice of retail goods and services, provide employment centers, retail commercial, professional offices, medical offices and other categories of commercial uses where large buildings or groupings of buildings will be required. All projects within the SC designation are subject to the City-wide Design Guidelines and the Design Review process.

3.5.9.2 Density

No limits on density are specified for the Shopping Commercial (SC) designation. Section 3.4.2 Commercial Land Uses discusses the densities that are typical for commercial developments.

3.5.9.3 Allowable Land Uses

All uses as permitted by the SC zone by Table II, Section 225-11 of the Zoning Code are allowed within this SC designation except as noted below. The development standards set forth in Title II, Chapter 25, Article 4 and Title III, Chapter 15, Article 6 (Sections 315-02 through 315-51) will apply, except where superceded by the following standards.

Additionally Permitted:

1. High Density Residential will be allowed by right, subject to a minimum density of 15.1 du/ac.

Exceptions:

1. Civic Center uses such as administrative offices, cultural centers, support retail and other related uses are permitted by right within the site designated for Civic Center.
2. Recycling Centers shall be conditionally permitted and not permitted by right.

3. Banks, Savings and Loan and Finance uses (with drive up windows) shall be permitted instead of conditionally permitted.
4. Recreation Vehicle and Boat Storage shall be prohibited.
5. Travel Trailer-Mobilehome, Motorhome, Camper –Sales, Rent, Storage shall be prohibited.
6. Firewood Sales shall be prohibited.
7. Parking lot or garage as a primary use shall be prohibited.
8. Vehicle and equipment rental as a primary use shall be prohibited.

3.5.9.4 Development Standards

LOT DIMENSIONS AND SETBACKS

There are no minimum lot dimensions or frontage requirements for commercial uses, however lots should have sufficient width or depth to maintain yard areas to adequately serve the intended use, and reciprocal access and parking agreements shall be recorded with final maps where isolated parcels are created. Dimensions and setbacks will be determined during the Design Review Process.

1. The minimum building setback or landscape area adjacent to streets shall be provided as measured from the back of curb of the ultimate street improvement or widening. The landscaped area shall not be reduced by right-turn lanes at intersections or deceleration lanes; however bus turnouts, bus shelters and sidewalks may encroach into this building setback or landscape area subject to site plan review.
2. A minimum landscaped area of 10-feet shall be provided at rear or side lot lines where commercial uses abut residential or freeway uses.
3. Mechanical equipment may be located in required rear or interior side yard areas, provided the equipment is 5 feet from any property boundary and less than 4-feet above finished grade.
4. Loading docks adjacent to residential zoned properties shall be located a minimum of 25-feet from the property boundary, and an 8-foot masonry wall shall be utilized at the property boundary coincident with any open loading dock area, subject to Development Plan Review.
5. A 6-foot masonry wall shall be installed along interior boundary lines where adjoining residential uses, subject to the Laguna Ridge Design Guidelines.
6. All trash and recycling containers shall be located within an enclosed masonry area with a surrounding wall between 6-feet to 8-feet in height, with a solid gate and designed to be consistent with the project's architecture, and shall be located a minimum of 25-feet from any residential zoned property.
7. Where existing residential is directly adjacent to a commercial site, a masonry wall shall be constructed with the initial phase of site development.

HEIGHT

The maximum permitted building height shall not exceed 36 within 100 feet of residential property, but buildings beyond 100-feet are limited to a maximum of 60 feet. Exceptions may be allowed for architectural elements subject to approval of a conditional use permit.

3.5.10 OFFICE PARK (BP)

3.5.10.1 Purpose and Intent

The Office Park (BP) designation is intended to provide for well-designed groupings of buildings for professional office, research and technology, and service commercial uses in a park-like, nuisance-

free environment. Office buildings are envisioned as the primary land use for the BP-Office Park designation however uses that would support an office park, such as hotels or restaurants are also allowed as a conditional use. The intent is to provide local employment opportunities in support of the housing proposed within the Plan Area to reduce the need for freeway travel, and to capitalize on the exposure to Highway 99 and present a positive image for the City of Elk Grove. All projects within the BP designation are subject to the City-wide Design Guidelines and the Design Review process.

3.5.10.2 Allowable Land Uses

All uses as permitted by the BP and MP zone by Table II, Section 225-11 and Table IV, Section 230-11 of the Zoning Code are allowed for this Specific Plan BP designation except as noted below.

Additionally Permitted:

1. High Density Residential will be allowed by right, subject to a minimum density of 15.1 du/ac.

Exceptions:

1. Parking lot or garage as a primary use shall be prohibited.
2. Multi-family residential shall be allowed as a conditional use.
3. Banks, Savings and Loan and Finance uses (with drive up windows) shall be permitted instead of conditionally permitted.
3. Recycling Centers, Saddlery Shops are prohibited.
4. Cabinet shops, Machine shops are prohibited.
5. Storage Buildings (mini-storage) are prohibited.
6. Vehicle and equipment rental as a primary use shall be prohibited.
7. Warehousing and Storage uses as a primary use shall be prohibited.
8. Bakery, Pastry Shops may be allowed with a Conditional Use Permit.
9. Delicatessen or Drive-in Café may be allowed with a Conditional Use Permit.
10. Hotels, Motels or Restaurants may be allowed with a Conditional Use Permit.
11. Laboratory-Research, Analysis may be allowed with a Conditional Use Permit.

3.5.10.3 Development Standards

LOT DIMENSIONS AND SETBACKS

There are no minimum lot dimensions or frontage requirements for office park uses, however lots should have sufficient width or depth to maintain yard areas to adequately serve the intended use, and reciprocal access and parking agreements shall be recorded with final maps where isolated parcels are created. Dimensions and setbacks will be determined during the Design Review Process.

1. The minimum building setback or landscape area adjacent to streets shall be provided as measured from the back of curb of the ultimate street improvement or widening. The landscaped area shall not be reduced by right-turn lanes at intersections or deceleration lanes; however bus turnouts, bus shelters and sidewalks may encroach into this building setback or landscape area.
2. A minimum landscaped area of 10-feet shall be provided at rear or side lot lines where office park uses abut residential uses or the freeway. A positive, high-quality office park image shall be established adjacent to public roadways and Highway 99.

3. Mechanical equipment may be located in required rear or interior side yard areas, provided the equipment is 5 feet from any property boundary and less than 4-feet above finished grade, and is screened from view.
4. Outdoor Loading Docks are strongly discouraged. Roll-up are acceptable in rear yard service areas. Roll-up doors shall be screened from view and where adjacent to residential zoned properties shall be located a minimum of 25-feet from the property boundary. An 8-foot masonry may be required to screen service areas and provide noise attenuation, subject to Development Plan Review.
5. All trash and recycling containers shall be located within an enclosed masonry area with a surrounding wall between 6-feet to 8-feet in height, with a solid gate and designed to be consistent with the project's architecture, and shall be located a minimum of 25-feet from any residential zoned property.
6. Planters and Landscape requirements, including the dimensions of landscape planters and percentage of parking lot landscaping shall be consistent with Title 3 of the Zoning Code, subject to the design review process.

HEIGHT

The maximum permitted building height shall not exceed 45 feet or two stories within 60 feet of residential property, but buildings beyond 60-feet are limited to a maximum of 90 feet, which will allow six story office or hotel buildings, subject to a setback or 1 foot horizontal for every 1 foot vertical from adjacent residential. Exceptions may to height limits may be allowed for architectural elements subject to review and approval by the Planning Commission.

3.5.11 AUTO COMMERCIAL (AC)

3.5.11.1 Purpose and Intent

The purpose of the Auto Commercial designation is to establish an area for a community-oriented auto mall and support uses. The Auto Mall will provide local employment opportunities in support of the housing proposed within the Plan Area to reduce the need for freeway travel, and to generate sales tax revenues to support the emerging City of Elk Grove. The AC designation is intended to foster support of this major commercial and employment node, by encouraging a broad range of auto related and commercial uses to reinforce and enhance this important destination attraction. All projects within the AC are not subject to the City-wide Design Guidelines and are instead are subject to the previously approved set of Design Guidelines for the Auto Mall. **3.5.11.2 Allowable Uses**

The permitted uses in the AC area are those uses listed by Table II, Article 2, Title II of the Zoning Ordinance for AC zones except as noted below. The development standards set forth in title II, Chapter 25, Article 4 and Title III Chapter 15, Article 6 (Sections 315-02 through 315-51) will apply except where superseded by the following standards.

Exceptions:

1. Boat building and major repair of boats shall be prohibited.
2. Concrete Batch plant shall be prohibited.
3. Live Theater, Adult shall be prohibited.
4. Butcher, Wholesale ,excluding slaughterhouse shall be prohibited.
5. Parking, storage of new and used cars, shall be permitted instead of conditionally permitted.
6. Storage Buildings – (mini-storage) shall be permitted instead of conditionally permitted.

7. Truck sales – (except long-haul 18-wheelers) shall be permitted instead of conditionally permitted.

3.5.11.3 Development Standards

LOT DIMENSIONS AND SETBACKS

There are no minimum lot dimensions or frontage requirements for auto commercial uses, however lots should have sufficient width or depth to maintain yard areas to adequately serve the intended use, and reciprocal access and parking agreements shall be recorded with final maps where isolated parcels are created. Dimensions and setbacks will be determined during the City's Design Review Process, which will evaluate consistency with the Auto Mall Design Guidelines.

1. The minimum building setback or landscape area adjacent to streets shall be provided as measured from the back of curb of the ultimate street improvement or widening. The landscaped area shall not be reduced by right-turn lanes at intersections or deceleration lanes; however bus turnouts, bus shelters and sidewalks may encroach into this building setback or landscape area subject to site plan review.
2. A minimum landscaped area of 10-feet shall be provided at rear or side lot lines where office park uses abut residential uses or the freeway.
3. Mechanical equipment may be located in required rear or interior side yard areas, provided the equipment is 5 feet from any property boundary and less than 4-feet above finished grade.
4. Loading docks or roll-up doors adjacent to residential zoned properties shall be located a minimum of 25-feet from the property boundary. An 8-foot masonry wall shall be utilized at the property boundary coincident with the open loading dock area.
5. All trash and recycling containers shall be located within an enclosed masonry area with a surrounding wall between 6-feet to 8-feet in height, with a solid gate and designed to be consistent with the project's architecture, and shall be located a minimum of 25-feet from any residential zoned property.

HEIGHT

The maximum permitted building height shall not exceed 36 feet within 100 feet of residential property, but buildings beyond 100-feet are limited to a maximum of 60 feet. Exceptions may be allowed for architectural elements subject to the review and approval by the Planning Commission.