

City of Elk Grove

Plan for Service and Public Facilities Financing Plan

For the Elk Grove Multi-Sports Complex and Southeast Industrial
Annexation Area

Revised LAFCo Draft
4-26-2021

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1. Introduction

1.1 Purpose

The purpose of this document is to outline the Plan for Service and Public Facilities Financing Plan for the annexation of an approximately 571-acre area referred to as the Elk Grove Multi-Sports Complex and Southeast Industrial Annexation Area (the Project) to the City of Elk Grove. This report provides information to assist the Sacramento Local Agency Formation Commission (LAFCo) in determining whether public services provided to the affected territory can be reasonably provided, constructed, maintained, and financed.

1.2 Project Description

The Project is located along the south side of Grant Line Road just east of the Union Pacific Railroad tracks (Fresno Subdivision), immediately adjacent to the existing City limits (*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.

Planned land uses with the Project area include a collection of industrial, commercial, and park/open space uses, which are illustrated in *Figure 2* and summarized in *Table 1*. A mixed use area, which is subject to further land use planning, is also identified.

The Project area was added to the City's Sphere of Influence by LAFCo in May 2019. Due to ownership, parcel configuration, and status of Williamson Act contracts on some of the properties, annexation will occur in phases. This Plan considers the public services and facilities necessary to serve the entire area at buildout.

The Project also includes a reorganization for the Sacramento Area Sewer District and the Sacramento Regional County Sanitation District to align their service boundaries to include the Project area.

The Project area will also be detached from CSA No. 1 (Street Lighting) and CSA No. 11 (Supplemental Police).

Figure 1: Project Location

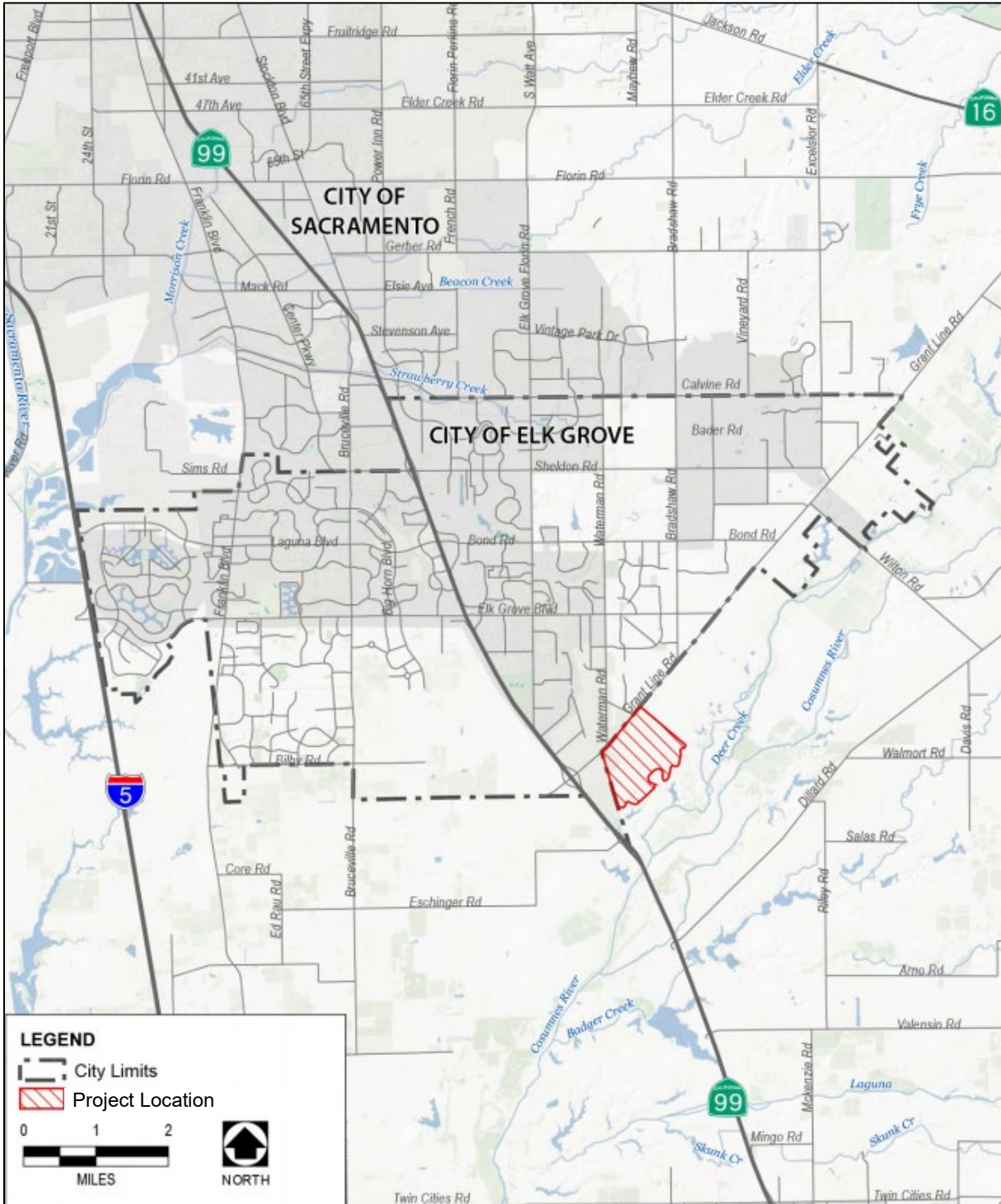


Figure 2: Planned Land Uses

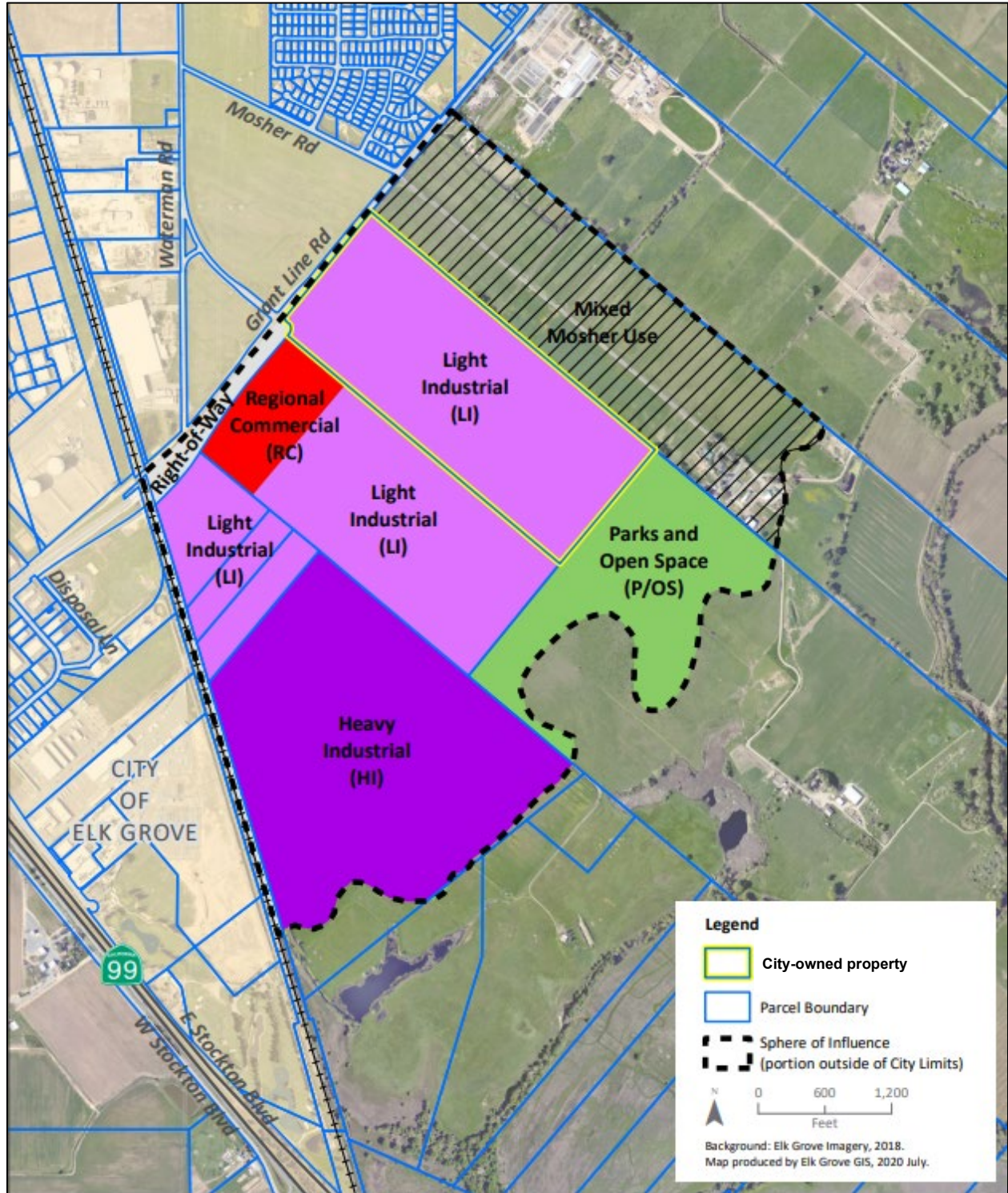


Table 1: Proposed Land Uses in the Project Area

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±

1.3 Plan for Services Requirements

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), Section 56653, provides requirements for a Plan for Service. These requirements are as follows:

- (a) If a proposal for a change of organization or reorganization is submitted pursuant to this part, the applicant shall submit a plan for providing services within the affected territory.
- (b) The plan for providing services shall include all of the following information and any additional information required by the commission or the executive officer:
 - (1) An enumeration and description of the services currently provided or to be extended to the affected territory.
 - (2) The level and range of those services.
 - (3) An indication of when those services can feasibly be extended to the affected territory, if new services are proposed.
 - (4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
 - (5) Information with respect to how those services will be financed.

In 2015, the City’s application for Sphere of Influence Amendment anticipated changes in service providers within the Project area. Table 2 is from the City’s application. No changes to this plan have been identified through the annexation process.

Table 2: Anticipated Service Providers within the Project Area

Service	Current Agency	Proposed Agency
General Government	County of Sacramento	City of Elk Grove
Building and Safety	County of Sacramento	City of Elk Grove
Engineering/Public Works/Construction and Maintenance	County of Sacramento	City of Elk Grove
Planning and Land Use	County of Sacramento	City of Elk Grove
Animal Control	County of Sacramento	City of Elk Grove
Police/Law Enforcement	County of Sacramento	City of Elk Grove
Fire Protection	Cosumnes Community Services District	<i>No change</i>

Service	Current Agency	Proposed Agency
Parks and Recreation	Cosumnes Community Services District	Cosumnes Community Services District and City of Elk Grove ¹
Schools	Elk Grove Unified School District	<i>No change</i>
Water	Various	Sacramento County Water Agency
Sewer	None	Sacramento Area Sewer District Sacramento Regional County Sanitation District
Public Transit	Regional Transit	City of Elk Grove
Garbage/Solid Waste	County of Sacramento	City of Elk Grove
Flood Control	County of Sacramento	City of Elk Grove
Electrical Service	SMUD	<i>No change</i>
Natural Gas	PG&E	<i>No change</i>
Telephone (Land Line/Local Exchange Carrier)	Frontier Communications	<i>No change</i>
Telephone (Cellular)	Various	<i>No change</i>
Television and Cable	Various	<i>No change</i>
Library	Sacramento Public Library Authority	<i>No change</i>

Notes:

1. The City is a co-parks and recreation service provider with the Cosumnes Community Services District (CCSD), as provided in the Memorandum of Understanding, dated October 4, 2019 (MOU). The intent of the CSD and City is that the Multi-Sports Park Complex will be exempt from the MOU per Section 4.7 of the MOU. If the annexation is complete, the Parties to the MOU may, in their discretion, amend the MOU to further address the Multi-Sports Park Complex.

This report will provide answers to each of the CKH Act questions for the specific public services. The public services addressed by this report are:

- General Government (including building and safety, engineering/public works/construction, and planning and land use)
- Animal Care
- Code Enforcement
- Fire Protection
- Police/Law Enforcement
- Library
- Parks and Recreation
- Solid Waste
- Storm Drainage and Flood Protection
- Transportation (roadways, bicycle, pedestrian, transit)
- Wastewater
- Water

1.4 Public Facilities Financing

Additional detail is provided in this report on the financing mechanisms intended to be used for construction, operation, and long-term maintenance of public facilities within the Project area.

1.5 Summary

Based upon the information in this report, public services may be extended to serve the Project. These services can be provided without interruption of existing service delivery levels and/or adverse impacts to the existing infrastructure system. Adequate service can be provided by the City, Cosumnes CSD, Sacramento County Water Agency, Sacramento Area Sewer District, and Sacramento Regional County Sanitation District to future development within the Project area with no adverse impact to current service levels or costs.

The extension of services to the Project area will provide a well-planned and logical expansion of public services. The provision of services to the Project area will not negatively affect the existing City. Future development within the Project area will participate in funding, on a fair share basis, expansion of existing services and capital facilities to accommodate new growth.

2. Plan for Public Services

This section describes the plan for services for each of the public service areas. Consistent with the CKH Act, each service area discussion includes:

1. An introduction,
2. A listing of applicable City General Plan policies to the service area,
3. A description of the level and range of services to be extended to the Project area,
4. A summary of when the services can be feasibly extended to the Project area, and
5. A summary of how the service will be financed.

2.1 General Government

2.1.1 Introduction

The General Government service area includes a range of activities including general civic administration, building and safety, engineering and public works, public services construction and maintenance, and planning and land use. These services are currently provided by Sacramento County, but would transition to the City of Elk Grove upon annexation.

2.1.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy GOV-1-1:** Promote community involvement and public participation.
- **Policy GOV-1-2:** Establish a predictable, transparent, and accessible decision-making process for planning determinations that is available to all community members.
- **Policy GOV-1-3:** Require that major planning efforts, policies, or projects (for example, General Plan updates, development of specific plans, large commercial development projects) include an outreach effort.
- **Policy GOV-1-4:** Encourage and facilitate collaboration between organizations, service districts, schools, and City departments.
- **Policy GOV-1-5:** Consider three components of sustainability—the environment, the economy, and the community—in decision-making for new development projects, special projects, and proposed policies and programs.
- **Policy GOV-2-1:** Distribute important information on government actions and processes in multiple open data formats using digital and physical venues to reflect diverse community needs and preferences.
- **Policy GOV-2-2:** Reach out to segments of the community that could potentially be left out of the decision-making process, including youth, immigrants, minority racial and ethnic groups, nonnative English speakers, and low-income households.
- **Policy GOV-2-3:** Provide opportunities for, and actively recruit, diverse representation on City boards, commissions, and advisory committees that contribute to City decision-making.
- **Policy GOV-2-4:** Continue to support the use of volunteers and community groups in public safety and community engagement.

2.1.3 Level and Range of Services to be Extended

Upon annexation the City will take over responsibility for all development review, including land use entitlements and building permits and inspections, as well as public works including street maintenance and construction and operation.

2.1.4 When Services Can be Feasibly Extended

The City is prepared to take over these responsibilities at the time of annexation. The annexation of the Project area will add approximately 2% to the total area of the City. The City has satisfactory staffing and equipment to respond to the demands for service in this area without impacting existing services.

2.1.5 Financing of Services

Planning, land use, and building and inspection services are provided by the City on a cost-for-services model. At the time of application, the City collects a service fee adequate to recover the costs of these services. These fees are updated as necessary to reflect current operating costs.

Public Works services are funded through a variety of sources, including the General Fund (property and sales tax) and special funds, including Gas Tax and Measure A sales tax. The City also requires new development to annex into one or more special taxing districts (e.g., Assessment Districts, Community Facilities Districts) to fund maintenance of specific operations. One such district is the Street Maintenance District No.1, which funds street maintenance costs associated with local, collector, and arterial streets. New development annexes into this district prior to recordation of a final subdivision or final parcel map. Development within the Project area will be subject to this annexation requirement.

2.2 Animal Care

2.2.1 Introduction

Animal care services in the City of Elk Grove are provided by the City's Animal Services Bureau of the Police Department's Supports Services Division. The Animal Services Bureau operates from the Elk Grove Animal Shelter, located at 9150 Union Park Way. Staffing for the Animal Services Bureau includes administration, veterinarian and vet tech, field operations, and other support staff. Animal Services provides humane and responsive services to Elk Grove's stray, injured, abandoned, and neglected animals. This unit also serves the community through various educational programs that are designed to improve the lives of pets and their owners.

2.2.2 Applicable City General Plan Policies

There are no specific policies in the City's General Plan that address animal care services.

2.2.3 Level and Range of Services to be Extended

Upon annexation the City will take over responsibility for animal care services within the Project area. The services provided will be the same as within the existing City.

2.2.4 When Services Can be Feasibly Extended

The City is prepared to take over these responsibilities at the time of annexation. The annexation of the Project area will add approximately 2% to the total area of the City. The City has satisfactory staffing and equipment to respond to the demands for service in this area without impacting existing services.

2.2.5 Financing of Services

Animal care services are funded from the General Fund, including sales and property taxes and user fees. Due to the non-residential nature of the Project area the demand for services in this area is expected to be low. Increases in General Fund revenues from the annexation and development of the Project area are anticipated to be sufficient to fund the increased demand for services without impacting existing services.

2.3 Code Enforcement

2.3.1 Introduction

The City provides Code Enforcement as a division of the Development Services Department. The Code Enforcement Division is committed to enhancing the quality of life for City residents by addressing concerns about unsafe, unhealthy or unsightly conditions in homes, neighborhoods and the entire Elk Grove community. This Division enhances the safety, appearance and quality of life in Elk Grove through educating the public about the standards set forth in the Municipal Code and enforcing standards when necessary. Code Enforcement promotes interactive working partnerships within the city, county, state and private agencies to enforce these ordinances, and with active community awareness and involvement, the Elk Grove community can continue to be a place everyone feels proud to call home.

2.3.2 Applicable City General Plan Policies

There are no specific policies in the City's General Plan that address code enforcement services.

2.3.3 Level and Range of Services to be Extended

Upon annexation the City will take over responsibility for code enforcement within the Project area. The services provided will be the same as within the existing City.

2.3.4 When Services Can be Feasibly Extended

The City is prepared to take over these responsibilities at the time of annexation. The annexation of the Project area will add approximately 2% to the total area of the City. The City has satisfactory staffing and equipment to respond to the demands for service in this area without impacting existing services.

2.3.5 Financing of Services

Code enforcement services are financed by the General Fund, which includes property and sales tax. Increases in General Fund revenues from the annexation and development of the Project area are anticipated to be sufficient to fund the increased demand for services without impacting existing services.

2.4 Fire Protection

2.4.1 Introduction

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.

2.4.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy ER-4-1:** Cooperate with the Cosumnes Community Services District (CCSD) Fire Department to reduce fire hazards, assist in fire suppression, and promote fire safety in Elk Grove.
- **Policy ER-4-2:** Work with the CCSD to develop a fire prevention plan that lists major fire hazards, proper handling and storage procedures for hazardous materials, potential ignition sources and their control, and the type of fire protection equipment necessary to control each major hazard.
- **Policy ER-6-9:** Participate in the development and implementation of Cosumnes Fire Department's Community Wildfire Protection Plan (CWPP) for the protection of human life and reduction in loss of property, critical infrastructure, and natural resources associated with wildfire.
- **Policy SAF-1-3:** Coordinate with the CCSD Fire Department to ensure that new station siting and resources are available to serve local needs.
- **Policy SAF-1-4:** Expand emergency response services as needed due to community growth.
- **Policy SAF-1-5:** Address traffic congestion in areas that have been identified as being detrimental to achieving targeted response times.

2.4.3 Level and Range of Services to be Extended

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.

2.4.4 When Services Can be Feasibly Extended

All services provided by the CCSD Fire Department are currently provided within the Project area and will continue to be provided after annexation.

2.4.5 Financing of Services

The City collects a public safety fire development impact fee, and transfers fees periodically throughout the year, to the CCSD, who then uses the funds to construct new facilities and add apparatus as necessary to serve new development. The CCSD also requires that new development annex into a Community Facilities District to provide funding for fire services. Development within the Project area will be subject to this annexation requirement.

2.5 Police/Law Enforcement

2.5.1 Introduction

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 Police Department has an authorized strength of 151 sworn officers and 110 civilian employees. The Police Department responds to approximately 58,000 calls for service each year.

The Department is divided into four divisions as follows:

- The Operations Division responds to the vast majority of 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.

2.5.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy SAF-1-1:** Regularly monitor and review the level of police staffing provided in Elk Grove and ensure that sufficient staffing and resources are available to serve local needs.
- **Policy SAF-1-2:** Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings, as well as parks and trails.
- **Policy SAF-1-4:** Expand emergency response services as needed due to community growth.
- **Policy SAF-1-5:** Address traffic congestion in areas that have been identified as being detrimental to achieving targeted response times.

2.5.3 Level and Range of Services to be Extended

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.

2.5.4 When Services Can be Feasibly Extended

The City is prepared to take over these responsibilities at the time of annexation. The annexation of the Project area will add approximately 2% to the total area of the City. The City has satisfactory staffing and equipment to respond to the demands for service in this area without impacting existing services. Additional staffing will be added, consistent with the staffing study and available fiscal resources.

2.5.5 Financing of Services

The Police Department is funded from a collection of sources, including General Fund, grants, asset seizure, and a Community Facilities District (CFD 2003-2) that pays for a portion of the costs associated with providing police protection services within the district boundary. Only residential development is subject to the requirement to annex to CFD 2003-2. No residential uses are planned in the Project area. Therefore, police services will primarily be funded from the General Fund (property and sales tax). The City anticipates that General Fund revenue generated by the annexation of the Project area will be satisfactory to fund increases in police services within the annexation area.

2.6 Library

2.6.1 Introduction

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 provide 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.

No changes in this service are proposed with the Project.

2.6.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy CS-1-1:** Cooperate with the Sacramento Public Library Authority in the planning, financing, and implementation of future library facilities and facility expansions in Elk Grove.
- **Policy CS-1-2:** Recognize the role of libraries as multipurpose community centers.

2.6.3 Level and Range of Services to be Extended

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.

2.6.4 When Services Can be Feasibly Extended

All services provided by SPL are currently provided within the Project area and will continue to be provided after annexation.

2.6.5 Financing of Services

All new development is subject to a Capital Facilities Impact Fee collected by the City. A portion of this fee goes towards fair-share costs of expanding library facilities to accommodate new growth. Development within the Project area will be subject to this fee upon annexation.

2.7 Parks and Recreation

2.7.1 Introduction

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 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).

2.7.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy PT-1-1:** Work in conjunction with the CCSD to provide parks and recreation services for Elk Grove residents in accordance with the Parks and Recreation Master Plan, the Park Design Principles, and the Bicycle, Pedestrian, and Trails Master Plan and any successor policies or regulations in these or any other documents.
- **Policy PT-1-2:** Land use and management of parks and facilities will be provided in conjunction with all other agencies that provide park and trail facilities.
- **Policy PT-1-3:** Require the provision of park land at a minimum of 5 acres per 1,000 residents, consistent with the Quimby Act.
- **Policy PT-1-4:** Promote investment in and upgrades to park infrastructure and services within the City’s limited role under the Memorandum of Understanding with the CCSD.
- **Policy PT-1-5:** Funding for maintenance of parks and/or trails shall be assured to the City’s satisfaction prior to approval of any Final Subdivision Map which contains or contributes to the need for public parks and facilities.
- **Policy PT-1-6:** Work with the CCSD to provide designated park and open space areas in growth areas, and require developers to incorporate open space where appropriate as a condition of project approval.
- **Policy PT-1-7:** Coordinate with the CCSD to prioritize the development of new parks and other recreational services, including low-impact facilities and equipment for older adults and the disabled, in underserved neighborhoods.
- **Policy PT-1-8:** To the extent appropriate and mutually agreed, partner with CCSD on programs and activities that benefit residents and/or improve services.
- **Policy PT-1-9:** Work with the CCSD, Sacramento County Health and Human Services, and other local organizations to promote recreation programs that engage underserved communities and people with health concerns in a culturally sensitive manner.
- **Policy PT-1-10:** Design projects adjacent to open space areas in a manner that protects the integrity and function of the open space area.
- **Policy PT-1-11:** In land uses adjacent to natural open space areas, provide on-site landscaping as a transition to natural habitats to the extent feasible.
- **Policy PT-1-12:** Where feasible, provide pedestrian, bicycle, and equestrian trails in open space areas, with an emphasis on trail connections to area-wide systems.
- **Policy PT-1-13:** Locate streets and other public infrastructure improvements so as to minimize intrusion on open space areas, particularly wetlands.
- **Policy PT-1-14:** Restrict wetland preserves to passive recreation activities compatible with the natural communities.
- **Policy PT-2-1:** Work with nearby jurisdictions to plan for a connected network of trails and parks throughout the region that link to housing, employment and commercial centers, public transit, and community facilities.
- **Policy PT-2-2:** Explore additional trail and path connections between parks, greenbelts, waterways, and regional open spaces to enhance access and recreational opportunities for the

community. Consider stream corridors, floodways, electrical transmission corridors, and similar features as possible opportunity sites.

- **Policy PT-2-3:** Continue to implement the adopted Bicycle, Pedestrian, and Trails Master Plan and complete regular updates to the plan as necessary.
- **Policy PT-2-4:** Encourage the creation of a regional trail/open space system that links the Cosumnes River with the Sacramento River and provides for trail connections between Elk Grove and these open space areas.
- **Policy PT-2-5:** Increase and improve access points and connections to open space areas from local and regional trails.
- **Policy PT-2-6:** Locate trails which parallel streams beyond riparian corridors and wetlands to minimize wildlife impacts and restrict such trails to nonmotorized traffic.
- **Policy PT-2-7:** Avoid placing recreational trails adjacent to or on farmland if feasible alternative routes exist elsewhere in the vicinity. However, if no other feasible routes exist, design trail facilities in cooperation with adjacent property owners to minimize adverse impacts on farming practices.

2.7.3 Level and Range of Services to be Extended

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 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.

2.7.4 When Services Can be Feasibly Extended

The CCSD is currently authorized to provide parks and recreation services within the Project area and this is not proposed for change.

It is proposed that the City be authorized to provide parks and recreation services within the Project area upon annexation. Such services would be provided consistent with the MOU.

2.7.5 Financing of Services

The CCSD collects parks impact fees within its service area and outside the boundaries of the specific development projects identified in the MOU. No parks and recreation facilities are currently planned, other than the Multi-Sport Complex, which is not currently included in an impact fee program. Therefore, development within the Project area will be subject to the CCSD's existing impact fee program. The CCSD is currently updating this fee and expects to have an updated fee adopted in early 2021.

Parks and recreation facility maintenance will come from one or more sources. The Project area is already within Zone 8 of the CCSD's Landscape and Lighting Maintenance District (the L&L). The L&L provides funding for maintenance of park and recreation facilities throughout the District and applies, generally, to rural and industrial areas of CCSD's territory.

Additionally, development will be conditioned to annex into the City's Community Facilities District 2006-1 (CFD 2006-1), which provides funding for median landscaping and public open space throughout the City. Development is annexed into one of 17 zones based upon its fair share maintenance responsibility. The City will assign the appropriate zone for new development after analysis of the maintenance responsibility and would coordinate with CCSD to the extent there are facilities CCSD maintains under contract/MOU to the City that are the proportional responsibility of development in the Project.

2.8 Solid Waste

2.8.1 Introduction

The Project area is currently within the service boundaries of the Sacramento County Municipal Services Agency, Department of Waste Management & Recycling, but service is provided by mostly private franchised hauling companies for the commercial and industrial customers.

2.8.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy CIF-1-1:** Facilitate recycling, reduction in the amount of waste, and reuse of materials to reduce the amount of solid waste sent to landfill from Elk Grove.
- **Policy CIF-1-2:** Reduce municipal waste through recycling programs and employee education.
- **Policy CIF-1-3:** Encourage businesses to emphasize resource efficiency and environmental responsibility and to minimize pollution and waste in their daily operations.

2.8.3 Level and Range of Services to be Extended

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.

2.8.4 When Services Can be Feasibly Extended

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.

2.8.5 Financing of Services

The cost of services is paid directly by each nonresidential customer directly to their selected hauler. The haulers pay a Commercial Hauler Fee to the City to fund compliance oversight, annual reporting, and public outreach and education.

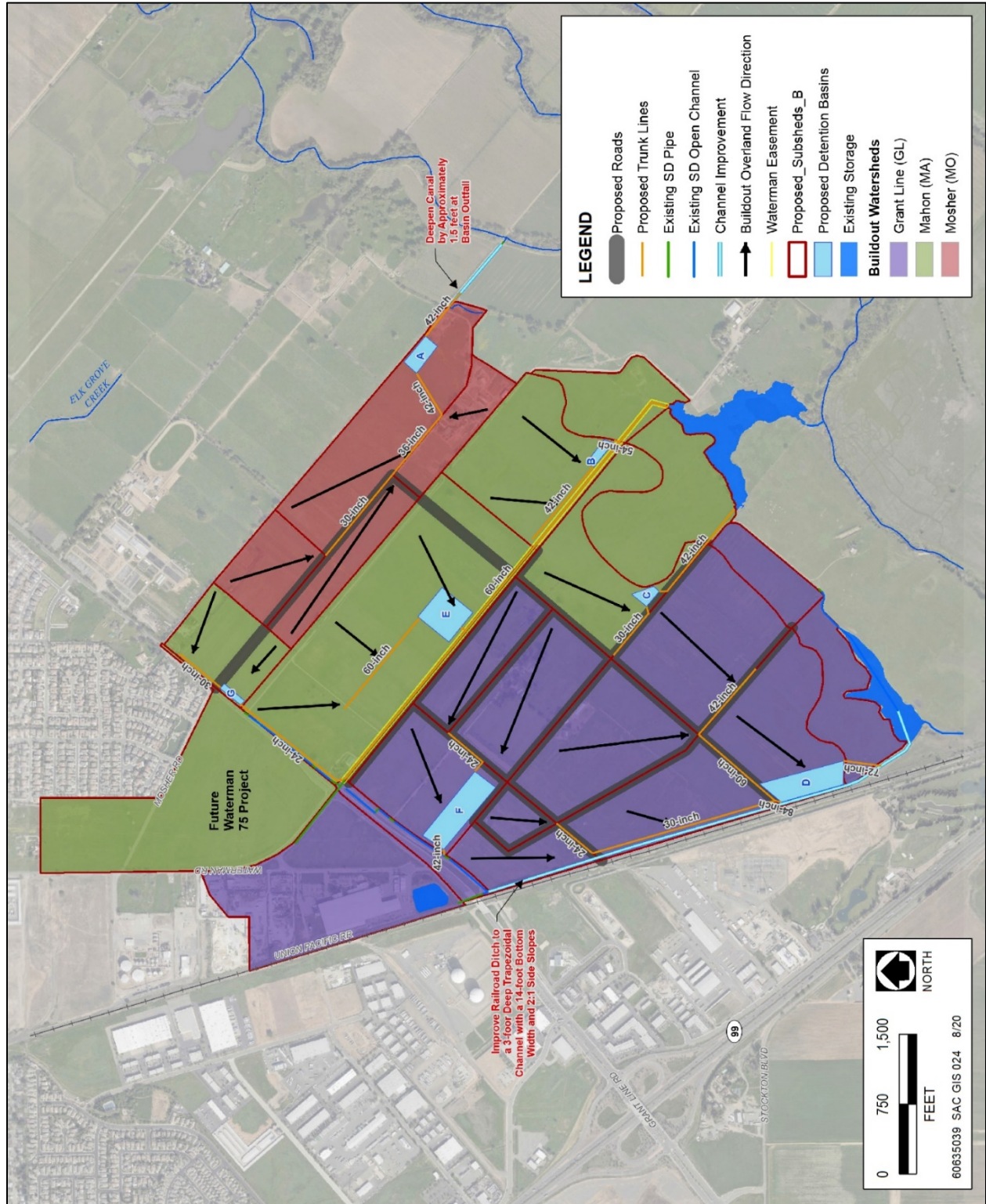
2.9 Storm Drainage and Flood Control

2.9.1 Introduction

Stormwater drainage at the Project site currently consists of various small agricultural ditches and channels. Some of the stormwater discharges off-site to an existing canal along the northeastern portion of the Project site, which then flows southeast into an approximately 0.5-acre pond, and then into Deer Creek. Most of the Project site stormwater discharges to an existing ditch along Grant Line Road, which runs westward into another larger canal that flows south along the east side of the UPRR and discharges into an approximately 8-acre pond. A short channel conveys water from this pond to Deer Creek.

West Yost Associates (2020) has prepared a Drainage Master Plan for the Project site (*Figure 3*). In order to accommodate stormwater generated by anticipated development, an underground network of drainage pipelines would be installed throughout the Project site. The underground pipelines, as well as overland stormwater flow, are designed to drain into one of seven detention basins that would be developed throughout the Project site. These basins would then drain to Deer Creek south of the Project via a collection of large outfall pipes and ditches.

Figure 3: Proposed Drainage Facilities for the Project Area



2.9.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy ER-2-1:** Oppose the construction of flood management facilities that would alter or reduce flows in the Cosumnes River and support retention of the Cosumnes River floodplain in nonurban uses consistent with location in an area subject to flooding.
- **Policy ER-2-2:** Require that all new projects not result in new or increased flooding impacts on adjoining parcels or on upstream and downstream areas.
- **Policy ER-2-3:** Locate, and encourage other agencies to locate, new essential government service facilities and essential healthcare facilities outside of 100-year and 200- year flood hazard zones, except in cases where such locations would compromise facility functioning.
- **Policy ER-2-4:** Relocate or harden existing essential government service facilities and essential healthcare facilities that are currently located inside of the 100-year and 200- year flood hazard zones.
- **Policy ER-2-5:** Give priority to the designation of appropriate land uses in areas subject to flooding to reduce risks to life and property. Construction of new flood management projects shall have a lower priority, unless land use controls (such as limiting new development in flood-prone areas) are not sufficient to reduce hazards to life and property to acceptable levels.
- **Policy ER-2-6:** Development shall not be permitted on land subject to flooding during a 100-year event, based on the most recent floodplain mapping prepared by FEMA or updated mapping acceptable to the City of Elk Grove. Potential development in areas subject to flooding may be clustered onto portions of a site which are not subject to flooding, consistent with other policies of this General Plan.
- **Policy ER-2-7:** A buildable area outside the 100-year floodplain must be present on every residential lot sufficient to accommodate a residence and associated structures. Fill may be placed to create a buildable area only if approved by the City and in accordance with all other applicable policies and regulations. The use of fill in the 100-year floodplain to create buildable area is strongly discouraged and shall be subject to review to determine potential impacts on wildlife, habitat, and flooding on other parcels.
- **Policy ER-2-8:** The City will not enter into a development agreement, approve a building permit or entitlement, or approve a tentative or parcel map for a project located within an urban level of flood protection area, identified in Figure 8-2, unless it meets one or more established flood protection findings. Findings shall be based on substantial evidence, and substantial evidence necessary to determine findings shall be consistent with criteria developed by the DWR. The four potential findings for a development project within the 200-year floodplain, as shown on Figure 8-2, are: 1) the project has an urban level of flood protection from flood management facilities that is not reflected in the most recent map of the 200-year floodplain; 2) conditions imposed on the project will provide for an urban level of flood protection; 3) adequate progress has been made toward construction of a flood protection system to provide an urban level of flood protection for the project, as indicated by the Central Valley Flood Protection Board; or 4) the project is a site improvement that would not result in the development of any structure, and would not increase risk of damage to neighboring development or alter the conveyance area of a watercourse in the case of a flood.
- **Policy ER-2-9:** Ensure common understanding and consistent application of urban level of flood protection criteria and conditions.

- **Policy ER-2-10:** Work with regional, county, and State agencies to develop mechanisms to finance the design and construction of flood management and drainage facilities to achieve an urban level of flood protection in affected areas.
- **Policy ER-2-11:** Vehicular access to the buildable area of all parcels must be at or above the 10-year flood elevation.
- **Policy ER-2-12:** Creation of lots whose access will be inundated by flows resulting from a 10-year or greater storm shall not be allowed. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, State, and federal regulations.
- **Policy ER-2-13:** Discourage the number of crossings over natural creeks to reduce potential flooding and access problems.
- **Policy ER-2-14:** Parcels should not be created where any of the parcel's access or preservation easements, floodplain, marsh or riparian habitat, or other features would leave insufficient land to build and operate structures. This policy shall not apply to open space lots, landscape corridors, or other City-approved use specifically created for dedication to the City or another appropriate entity for habitat protection, flood hazard management, drainage, or wetland maintenance.
- **Policy ER-2-15:** Where necessary due to clear dangers to life or property, the City will support the construction of flood hazard management projects.
- **Policy ER-2-16:** New and modified bridge structures shall not cause an increase in water surface elevations of the 100- year floodplain exceeding 1 foot unless analysis clearly indicates that the physical and/or economic use of upstream property will not be adversely affected.
- **Policy ER-2-17:** Require all new development projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing comprehensive drainage plans.
- **Policy ER-2-18:** Drainage facilities shall be properly maintained to ensure their proper operation during storms.

2.9.3 Level and Range of Services to be Extended

The City will be responsible for operation and maintenance of the storm drain collection system, as well as the basins and their outfalls. Within the Project area, these facilities would be constructed by future development and dedicated to the City. Drainage outfall to Deer Creek would also be constructed by developers with the corridors dedicated through maintenance easements to the City.

2.9.4 When Services Can be Feasibly Extended

The City is prepared to take over these responsibilities at the time of annexation. The existing drainage conditions would be maintained until new development is constructed. Development of new storm drainage infrastructure would be the responsibility of development, subject to City review and approval.

2.9.5 Financing of Services

Construction financing for new storm drainage facilities is the responsibility of new development. The storm drainage system designed by West Yost includes the concept of independent utility, allowing each ownership area to develop its storm drainage infrastructure as independently of other properties as possible, limiting the potential cost sharing. The Project area is outside the boundaries of the County Zone 11A storm drainage impact fee program, so there are no costs or impacts to that program as a result of annexation.

Maintenance of the storm drainage system will occur through a collection of special tax assessments, including the City's Storm Drainage fee and the Community Facilities District 2006-1. The City will analyze

the cost of services at the time of new development and assign properties to the appropriate fee zone prior to the start of construction.

2.10 Transit Services

2.10.1 Introduction

The City operates its own transit services under the e-tran brand. The system provides both local and commuter fixed route transit services, and coordinates with buses, light rail, and South County Transit/LINK (SCT Link) to areas outside of Elk Grove. The City also operates a paratransit service called e-van which addresses federal Americans with Disabilities Act (ADA) requirements for fixed-route service and primarily serves ADA-eligible passengers, such as disabled and elderly community members.

The City currently contracts the operation of the e-tran service with Sacramento Regional Transit (Sac RT). Sac RT is responsible for providing drivers and dispatching them, as well as ensuring the safe operation of the fleet. The City and Sac RT are exploring potential annexation of e-tran into the Sac RT system; however, a final decision has not been made.

E-tran does not currently operate scheduled bus service within a one-mile walking distance of the site. The nearest stop is located on East Stockton Boulevard at Elkmont Way (Routes 13 and 113).

2.10.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy MOB-5-1:** Support a pattern of land uses and development projects that are conducive to the provision of a robust transit service. Consider amendments to the land use plan, as appropriate, that increase the density and intensity of development along the City's fixed transit alignment and other major transit corridors.
- **Policy MOB-5-2:** Advocate for the City's preferred fixed transit alignment for light rail or bus rapid transit from north of the city to the Southeast Policy Area and ensure proposed projects are complementary to such an alignment.
- **Policy MOB-5-3:** Consult with the Sacramento Regional Transit District when identifying and designing complete streets improvements near likely light rail alignment corridors in order to prioritize access to and use of transit to sites along that corridor.
- **Policy MOB-5-4:** Support mixed-use and high-density development applications close to existing and planned transit stops.
- **Policy MOB-5-5:** Promote strong corridor connections to and between activity centers that are safe and attractive for all modes.
- **Policy MOB-5-6:** The City shall work to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (e.g. electricity and fiber-optic cable), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (e.g. benches and real-time traveler information screens).
- **Policy MOB-5-7:** Provide the appropriate level of transit service in all areas of Elk Grove, through fixed-route service in urban areas, and complementary demand response service in rural areas, so that transit-dependent residents are not cut off from community services, events, and activities.
- **Policy MOB-5-8:** Maintain and enhance transit services throughout the City in a manner that ensures frequent, reliable, timely, cost-effective, and responsive service to meet the City's needs.

Enhance transit services where feasible to accommodate growth and transit needs as funding allows.

- **Policy MOB-5-9:** Continue working with community partners to expand public transit service that benefits Elk Grove workers, residents, students, and visitors. Examples of expanded transit service include increased service frequency, establishing additional routes and stops, and creating dedicated transit lanes.
- **Policy MOB-5-10:** Encourage the extension of bus rapid transit and/or light rail service to existing and planned employment centers by requiring a dedication of right-of-way. Advocate and plan for light rail alignment and transit stop locations that best serve the needs of the community and fit within the planned mobility system.
- **Policy MOB-5-11:** Encourage commuter rail transportation by providing for a potential train station location for Amtrak and/or other rail service providers along the Union Pacific Railroad's Sacramento Subdivision line.
- **Policy MOB-5-12:** The City will work towards the enhancement and improvement of transit service with the objective of creating major transit corridors with frequent service (i.e. less than 30-minute headways) and street segments where transit is prioritized.
- **Policy MOB-5-13:** Consider the implementation of traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay and improve transit speed, reliability and operating efficiency.

2.10.3 Level and Range of Services to be Extended

The City already has the ability to serve the Project area with transit service from e-tran; however, service is not currently provided because there is no ridership demand. As development occurs, the City will evaluate the intensity and density of land uses and initiate transit service as warranted. The City periodically updates its fixed route transit services, with the last update completed in 2017 (the Comprehensive Operational Analysis).

2.10.4 When Services Can be Feasibly Extended

As development occurs, the City will evaluate the intensity and density of land uses and initiate transit service as warranted. All internal streets to the Project have been designed to accommodate e-tran buses and bus stops with transit shelters will be designed and installed at key locations as determined by e-tran during the development review process.

2.10.5 Financing of Services

Transit services are funded from a collection of federal, state, and local sources, including farebox revenue. Service expansions occur consistent with warranted demand to ensure that routes do not exceed their operating costs after considering a minimum farebox return ratio.

2.11 Transportation

2.11.1 Introduction

The Project area is located south of Grant Line Road and east of the Union Pacific Railroad tracks. Grant Line Road is the current City boundary. As such, the City and County have an agreement regarding maintenance of this road. Under the current agreement, the City is responsible for maintaining both sides of the road within the existing paved section, including filling potholes and patching. Other, more

extensive maintenance work is the responsibility of each agency for their half section. This agreement was last updated in February 2019.

Grant Line Road is planned to be widened to, ultimately, eight lanes along the Project frontage. An interim project to reconstruct the road from two lanes to four lanes will occur in 2021/2022. While this segment is part of the Capital SouthEast Connector, the City is responsible for delivery of these improvements.

Access to the Project will be from Grant Line Road at two locations – the intersection of Grant Line/Waterman Roads and Grant Line/Mosher Roads. Within the Project area, a Transportation Master Plan has been prepared, which identifies the general alignment of internal roads and their proposed cross sections. All roadways will include pedestrian sidewalks and Class II bike lanes. Most internal roadways are planned as two-lane commercial/industrial roads with curbside parking for larger vehicles. The extension of Waterman Road is planned as an ultimate four-lane facility.

2.11.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy MOB-1-1:** Achieve State-mandated reductions in VMT by requiring land use and transportation projects to comply with the following metrics and limits. These metrics and limits shall be used as thresholds of significance in evaluating projects subject to CEQA.

Projects that do not achieve the daily VMT limits outlined below shall be subject to all feasible mitigation measures necessary to reduce the VMT for, or induced by, the project to the applicable limits. If the VMT for or induced by the project cannot be reduced consistent with the performance metrics outlined below, the City may consider approval of the project, subject to a statement of overriding considerations and mitigation of transportation impacts to the extent feasible, provided some other stated form of public objective including specific economic, legal, social, technological or other considerations is achieved by the project.

(a) New Development – Any new land use plans, amendments to such plans, and other discretionary development proposals (referred to as “development projects”) are required to demonstrate a 15 percent reduction in VMT from existing (2015) conditions. To demonstrate this reduction, conformance with the following land use and cumulative VMT limits is required:

(i) Land Use – Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project’s General Plan land use designation, as shown in Table 6-1, which incorporates the 15 percent reduction from 2015 conditions.

(ii) Cumulative for Development Projects in the Existing City – Development projects within the existing (2017) City limits shall demonstrate that cumulative VMT within the City including the project would be equal to or less than the established Citywide cumulative limit of 6,367,833 VMT (total daily VMT).

(iii) Cumulative for Development Projects in Study Areas – Development projects located in Study Areas shall demonstrate that cumulative VMT within the applicable Study Area would be equal to or less than the established limit shown in Table 6-2.

(b) Transportation Projects – Transportation projects likely to lead to a substantial or measurable increase in VMT shall:

(i) Not increase VMT per service population. Projects must demonstrate that the VMT effect of the project does not exceed the project's baseline condition VMT.

(ii) Be consistent with the regional projections and plans. The project shall be specifically referenced or listed in the region's MTP/ SCS and accurately represented in the regional travel forecasting model. Qualifying transportation projects that are not consistent with the MTP/SCS shall also demonstrate that the cumulative VMT effect does not increase regional VMT per service population.

- **Policy MOB-1-2:** Consider all transportation modes and the overall mobility of these modes when evaluating transportation design and potential impacts during circulation planning.
- **Policy MOB-1-3:** Strive to implement the roadway performance targets (RPT) for operations of roadway segments and intersections, while balancing the effectiveness of design requirements to achieve the targets with the character of the surrounding area as well as the cost to complete the improvement and ongoing maintenance obligations. The Transportation Network Diagram reflects the implementation of the RPT policy at a macro level; the City will consider the specific design of individual segments and intersections in light of this policy and the guidance in the Transportation Network Diagram. To facilitate this analysis, the City shall use the following guidelines or targets. Deviations from these metrics may be approved by the approving authority (e.g., Zoning Administrator, Planning Commission, City Council).

(a) Vehicular Design Considerations – The following targets apply to vehicular mobility:

(i) Intersection Performance – Generally, and except as otherwise determined by the approving authority or as provided in this General Plan, the City will seek to achieve, to the extent feasible and desired, the peak-hour delay targets identified in Table 6-3.

(ii) Roadway Performance – Generally, and except as otherwise determined by the approving authority or as provided in this General Plan, the City will seek to achieve, to the extent feasible and desired, the average daily traffic design targets identified in Table 6-4.

(iii) Pedestrian and Bicycle Performance – The City will seek the lowest stress scores possible for pedestrian and bicycle performance after considering factors including design limitations and financial implications.

- **Policy MOB-3-1:** Implement a balanced transportation system using a layered network approach to building complete streets that ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.
- **Policy MOB-3-2:** Support strategies that reduce reliance on single-occupancy private vehicles and promote the viability of alternative modes of transport.
- **Policy MOB-3-3:** Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible.
- **Policy MOB-3-4:** As new roads are constructed, assess how the needs of all users can be integrated into the street design based on the local context and functional classification.
- **Policy MOB-3-5:** Strive to balance needs for personal travel, goods movement, parking, social activities, business activities, and ease of maintenance when planning, operating, maintaining, and expanding the roadway network.
- **Policy MOB-3-6:** Execute complete streets design in accordance with neighborhood context and consistent with specific guidance in community plans or area plans, as applicable.

- **Policy MOB-3-7:** Develop a complete and connected network of sidewalks, crossings, paths, and bike lanes that are convenient and attractive, with a variety of routes in pedestrian-oriented areas.
- **Policy MOB-3-8:** Provide a thorough and well-designed wayfinding signage system to help users of all modes of travel navigate the City in an efficient manner.
- **Policy MOB-3-9:** As funds become available, provide for the operation and maintenance of facilities for bicycle and pedestrian networks proportionate to the travel percentage milestone goals for each mode of transportation in the Bicycle, Pedestrian, and Trails Master Plan.
- **Policy MOB-3-10:** Design and plan roadways such that the safety of the most vulnerable user is considered first using best practices and industry design standards.
- **Policy MOB-3-11:** Consider the safety of schoolchildren as a priority over vehicular movement on all streets within the context of the surrounding area, regardless of street classifications. Efforts shall specifically include tightening corner-turning radii to reduce vehicle speeds at intersections, reducing pedestrian crossing distances, calming motorist traffic speeds near pedestrian crossings, and installing at-grade pedestrian crossings to increase pedestrian visibility.
- **Policy MOB-3-12:** Provide for safe and convenient paths and crossings along major streets within the context of the surrounding area, taking into account the needs of the disabled, youth, and the elderly.
- **Policy MOB-3-13:** Continue to design streets and approve development applications in a manner that reduces high traffic flows and parking demand in residential neighborhoods.
- **Policy MOB-4-1:** Ensure that community and area plans, specific plans, and development projects promote context-sensitive pedestrian and bicycle movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area. This may include convenient pedestrian and bicycle connections to public transportation.
- **Policy MOB-4-2:** Provide on-site facilities and amenities for active transportation users at public facilities, including bicycle parking and/or storage and shaded seating areas.
- **Policy MOB-4-3:** Prioritize infrastructure improvements that benefit bicycle and pedestrian safety and convenience over vehicle efficiency improvements within and near community facilities, activity centers, and other pedestrian-oriented areas.
- **Policy MOB-4-4:** Employ the recommendations and guidelines in the Bicycle, Pedestrian, and Trails Master Plan when planning and designing bicycle, pedestrian, and trail facilities and infrastructure, including updates to the Capital Improvement Program. **Policy MOB-4-5:** Encourage employers to offer incentives to reduce the use of vehicles for commuting to work and increase commuting by active transportation modes. Incentives may include a cash allowance in lieu of a parking space and on-site facilities and amenities for employees such as bicycle storage, shower rooms, lockers, trees, and shaded seating areas.
- **Policy MOB-6-1:** Plan and pursue funding to construct strategic grade-separated crossings of rail lines, prioritizing available funds using appropriate metrics.
- **Policy MOB-6-2:** Coordinate with the UPRR to ensure freight rail lines and crossings are maintained.
- **Policy MOB 6-3:** Work with the UPRR to minimize the impact of train noise on adjacent sensitive land uses through the continued implementation of Quiet Zones.
- **Policy MOB 6-4:** Regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.
- **Policy MOB 6-5:** Safely accommodate truck traffic serving the City's industrial areas.
- **Policy MOB-7-1:** Prioritize roadway improvements that result in appropriate capacity and multiuser facilities on major arterials consistent with the Transportation Network Diagram.

- **Policy MOB-7-2:** Coordinate and participate with the City of Sacramento, Sacramento County, Capital SouthEast Connector Joint Powers Authority and Caltrans on roadway improvements that are shared by jurisdictions in order to improve operations. This may include joint transportation planning efforts, roadway construction, and funding.
- **Policy MOB-7-3:** Require the dedication of right-of-way and the installation of roadway improvements as part of the review and approval of development projects. The City shall require the dedication of major road rights-of-way (generally, arterials and expressways) at the earliest opportunity in the development process.
- **Policy MOB-7-4:** Require new development projects to provide funding or to construct roadway/intersection improvements to implement the City's Transportation Network Diagram. The payment of adopted roadway development or similar fees, including the City Roadway Fee Program and the voluntary I-5 Subregional Fee, shall be considered compliant with the requirements of this policy with regard to those facilities included in the fee program, provided the City finds that the fee adequately funds required roadway and intersection improvements. If payment of adopted fees is used to achieve compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program.
- **Policy MOB-7-5:** Assist Caltrans in implementing improvements to Interstate 5 and State Route 99 within the City as outlined in the most recent Caltrans Transportation Concept Report.
- **Policy MOB-7-6:** Support efforts to develop the Capital SouthEast Connector, providing a regional roadway connection from Interstate 5 and State Route 99 to US 50. The City will work with the Capital SouthEast Connector Joint Powers Authority in implementing the planned roadway improvements.
- **Policy MOB-7-7:** Discourage the creation of private roadways unless the roadways are constructed to public roadway standards.
- **Policy MOB-7-8:** Support and use infrastructure improvements and technological advancements such as intelligent transportation management tools to facilitate the movement and security of goods throughout the City in an efficient manner.
- **Policy MOB-7-9:** Assist in the provision of support facilities for emerging technologies such as advanced fueling stations (e.g., electric and hydrogen) and smart roadway signaling/signage.
- **Policy MOB-7-10:** Work with a broad range of agencies to encourage and support programs that increase regional average vehicle occupancy. Examples include providing traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, road and parking pricing, and other methods.
- **Policy MOB-7-11:** Encourage and create incentives for the use of environmentally friendly materials and innovative approaches in roadway designs that limit runoff and urban heat island effects. Examples include permeable pavement, bioswales, and recycled road base, asphalt, and concrete.

2.11.3 Level and Range of Services to be Extended

The City will be responsible for operation and maintenance of the roadway system upon annexation. Grant Line Road is already a maintenance responsibility of the City under agreement with Sacramento County. As roadways are extended as part of new development the City will be responsible for their maintenance, too.

Sidewalks and road-side landscaping in commercial/industrial areas of the City is traditionally the responsibility of the adjoining landowner. The City does not anticipate changes to this policy for this Project.

2.11.4 When Services Can be Feasibly Extended

The City is prepared to take over these responsibilities at the time of annexation. Interim improvements to Grant Line Road are scheduled for construction in 2021/2022, and ultimate improvements will be completed in coordination with future development and facility demand. The interim improvements include right-of-way acquisition along the Project frontage for the ultimate improvements.

Construction of the internal roadway network will occur concurrent with future development. Phased improvements may occur consistent with City policy and based upon projected demand for facilities.

2.11.5 Financing of Services

Roadway construction is financed through a collection of developer-direct responsibility and impact fee programs, including the City's Roadway Fee and the Measure A Fee Program. Generally, the City's Roadway Fee Program covers signalized intersections and interior lanes for roadway segments. The outside, or frontage, lane and the frontage landscaping are developer responsibilities. The City is planning a comprehensive update to its Roadway Fee Program in early 2021 and is proposing that future improvements to Grant Line Road and Waterman Road extension, as well as the signalized intersections at Grant Line and internal to the Project be included in the Fee. To the extent applicable, additional widening of Grant Line Road may be eligible for additional funding from the Measure A Fee Program, too.

Roadway maintenance is provided from a number of sources, including State Gas Tax and the City's Street Maintenance Assessment District No. 1 (SMD). The SMD funds maintenance costs associated with local, collector, and arterial streets. New development is annexed into one of five zones within the SMD, based upon its maintenance obligation. This determination is made at the time of development.

2.12 Wastewater

2.12.1 Introduction

Wastewater services in the Elk Grove area are provided by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). SASD is responsible for the collection of wastewater from individual developments and the transmission of those flows into the SRCSD interceptor system. Once flows enter the interceptors, they are carried to the regional treatment plant operated by SRCSD, which is northwest of the City.

The Project is within the Sphere of Influence of both SASD and SRCSD. The Project proposes a reorganization of these agency's boundaries to include the Project area. This would occur in phases concurrent with annexation to the City.

A Level II Sewer Study has been prepared for the Project and approved by SASD. The study identifies the planned collection of wastewater within the Project and the transmission of these flows into the existing SASD system at two connection points – one at the terminus of Waterman Court just north of the Project, and one along the railroad tracks approximately 1,000 feet south of Grant Line Road. Both points of connection have adequate capacity to accommodate the wastewater demands of the Project at buildout.

Internal to the Project, a collection of sewer pipes within area roadways will collect the flows and connect to the points of connection.

2.12.2 Applicable City General Plan Policies

The following are City General Plan policies that apply to this service area.

- **Policy INF-2-1:** Sewage conveyance and treatment capacity shall be available in time to meet the demand created by new development.
- **Policy INF-2-2:** Development along corridors identified by sewer providers in their master plans as locations of future sewerage conveyance facilities shall incorporate appropriate easements as a condition of approval.

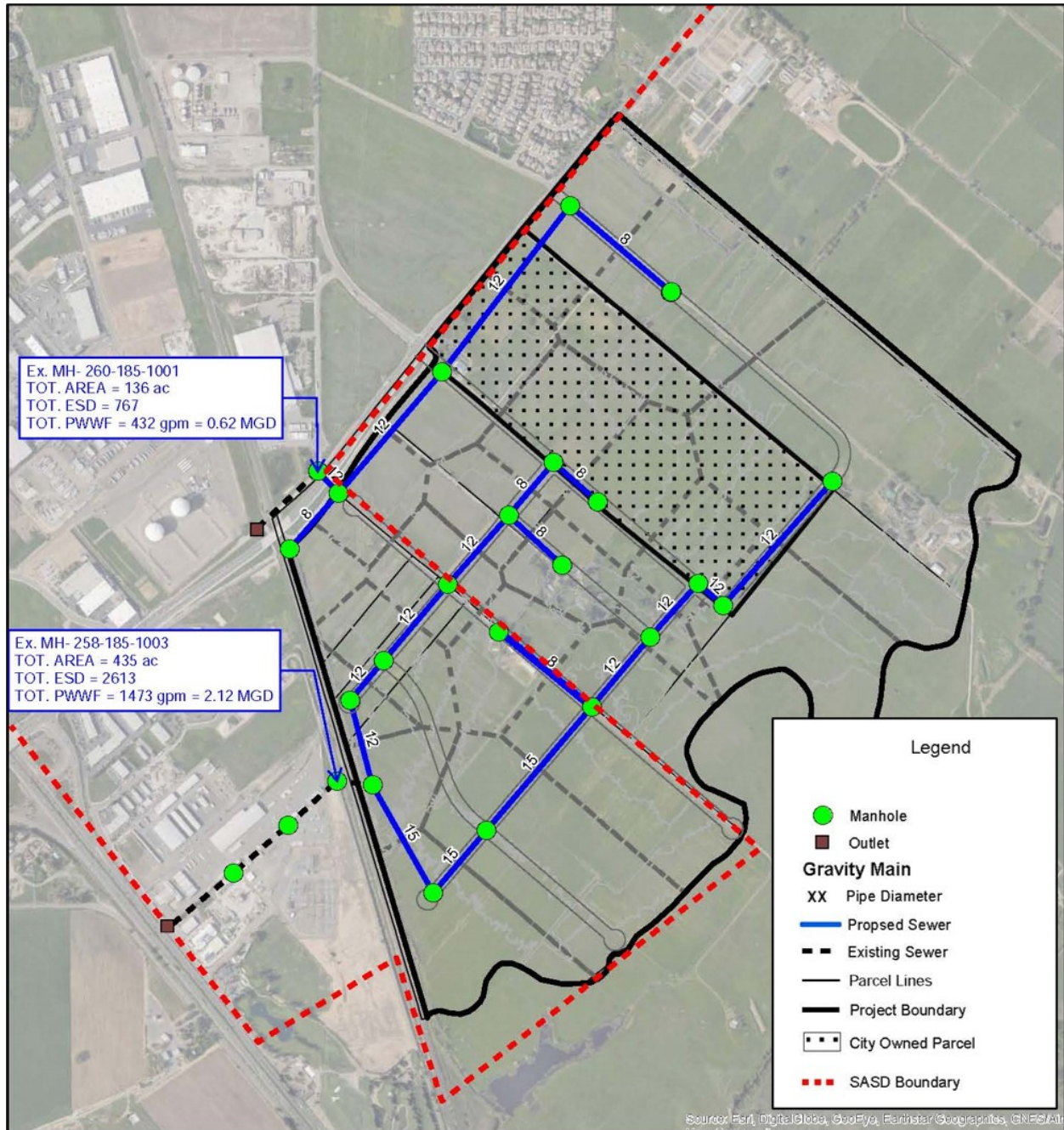
2.12.3 Level and Range of Services to be Extended

SASD will be responsible for the collection of wastewater within the Project area. SASD has reviewed and approved of a plan for the extension of their system to new development within the Project area. Once constructed and dedicated to the District, SASD will be responsible for the operation and maintenance of this system.

2.12.4 When Services Can be Feasibly Extended

Wastewater services can be extended to the Project upon annexation. SRCSD has adequate capacity at the regional treatment plant to process the effluent from the area. SASD also has capacity to serve the area, with the Project site included in their Sewer System Capacity Plan, which identifies major trunk facilities in the area that can be used to serve the Project. Additionally, a Level II Sewer Study has been prepared for the Project and approved by SASD. The Level II Study (*Figure 4*) identifies points of connection to the existing system and the on-site facilities that will be constructed to serve future development. No off-site improvements have been identified as being necessary to serve the Project.

Figure 4: Planned Sewer Facilities in the Project Area



2.12.5 Financing of Services

The majority of the on-site sewer facilities will be the direct responsibility of new development. SASD operates a Sewer Impact Fee, which addresses the fair-share costs of trunk sewer facilities. Some facilities will qualify for credit or reimbursement under the SASD fee program, subject to the rules of that program.

2.13 Water

2.13.1 Introduction

Water services in the City of Elk Grove are provided by either the Sacramento County Water Agency (SCWA) or Elk Grove Water District (EGWD). Both focus on providing municipal and industrial (M&I) water to properties in their service area. A portion of the EGWD service area is served by water that is provided on a wholesale-basis by SCWA.

The Project area is located within the SCWA service area and is also overlapped with the Omochumne-Hartnell Water District (OHWD). OHWD is a landowner-based agricultural water district comprised of large agricultural holdings and several hundred agricultural/residential lot owners (“diminimus users”). OHWD provides groundwater recharge and untreated irrigation water strictly for agricultural uses. OHWD’s current service area generally extends into the Deer Creek and Cosumnes River basins with Grant Line Road, State Route 99, and just north of Highway 16 forming the north, west, and east District boundaries. The OHWD is the designated irrigation service provider for the majority of the Project area. Future growth of the proposed Project area may not necessitate water services from OHWD as they do not currently provide M&I services. Rather, SCWA is a logical M&I water service provider for future urban land uses in the Project area.

A Water Master Plan (WMP) has been prepared for the Project area. The WMP identifies the points of connection to the SCWA transmission system and the on-site improvements necessary to serve future development within the Project area. The WMP is supported by an amendment to the SCWA Water Supply Master Plan (WSMP). The WSMP identifies the necessary off-site improvements to serve the Project, as well as addressing the overall availability of water to serve the Project. The WSMP Master Plan concludes that there is adequate water availability within the SCWA service area to serve the Project and that existing and planned SCWA pumping, treatment, and transmission facilities will provide adequate capacity to serve the Project. No new off-site facilities are necessary to serve the Project.

2.13.2 Applicable City General Plan Policies

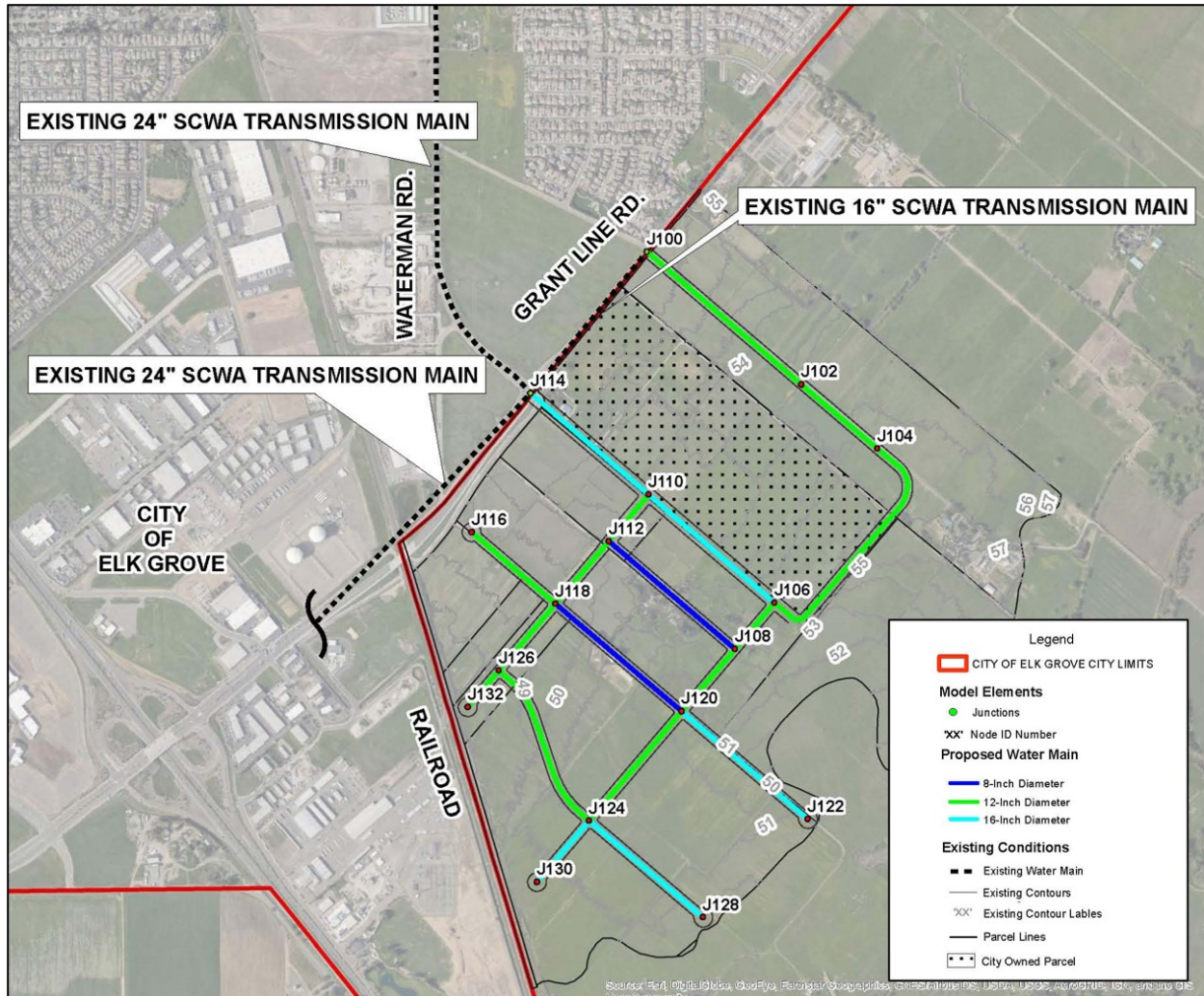
The following are City General Plan policies that apply to this service area.

- **Policy INF-1-1:** Water supply and delivery systems shall be available in time to meet the demand created by new development.
- **Policy INF-1-2:** Require that water flow and pressure be provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.
- **Policy INF-1-3:** Protect the quality and quantity of groundwater resources, including those which serve households and businesses which rely on private wells. The City shall support and participate in local efforts to implement the State’s Sustainable Groundwater Management Act.

2.13.3 Level and Range of Services to be Extended

SCWA will provide M&I services to the Project area. This service will occur through an extension of pipelines constructed as development occurs along the roadway network as illustrated in *Figure 5*. The expanded SCWA system will be designed to operate within the pressure and flow standards of SCWA, including the ability to meet fire flow demands.

Figure 5: Proposed Water Facilities in the Project Area



2.13.4 When Services Can be Feasibly Extended

M&I water services will be extended to the area as part of development. There is adequate water availability within the SCWA service area to serve the Project and that existing and planned SCWA pumping, treatment, and transmission facilities will provide adequate capacity to serve the Project. No new off-site facilities are necessary to serve the Project.

2.13.5 Financing of Services

The majority of the on-site water facilities will be the direct responsibility of new development. SCWA operates an impact fee program, which addresses the fair-share costs of trunk water facilities. Some facilities will qualify for credit or reimbursement under the SCWA fee program, subject to the rules of that program.

3. Public Facilities Financing Plan

3.1 Scope of Plan

This Public Facilities Financing Plan outlines a concept for financing the major backbone infrastructure necessary to serve the Project area. This Plan includes a summary of the planned infrastructure, the estimated cost for these facilities, and identifies probable funding sources to pay for the backbone infrastructure.

3.2 Summary of Backbone Infrastructure

Buildout of the Project area will require the construction of roadway, sewer, water, drainage, and other public and private utility facilities. These facilities are described below.

3.2.1 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 6*, and cross sections for the roadways are provided in *Figure 7*.

Grant Line Road will ultimately be widened to an 8-lane arterial. The first phase of this will occur in 2021-2022, where it will be widened to 4-lanes and the intersection at Mosher Road will be 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 upcoming 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 Memorandum, 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 C Street have been designed as 4-lane facilities. The balance of the plan area will be served by a Typical Commercial Collector Section. A commercial collector can accommodate 18,000 vehicles per day. 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 separated and attached 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.

Figure 6: Roadway Network

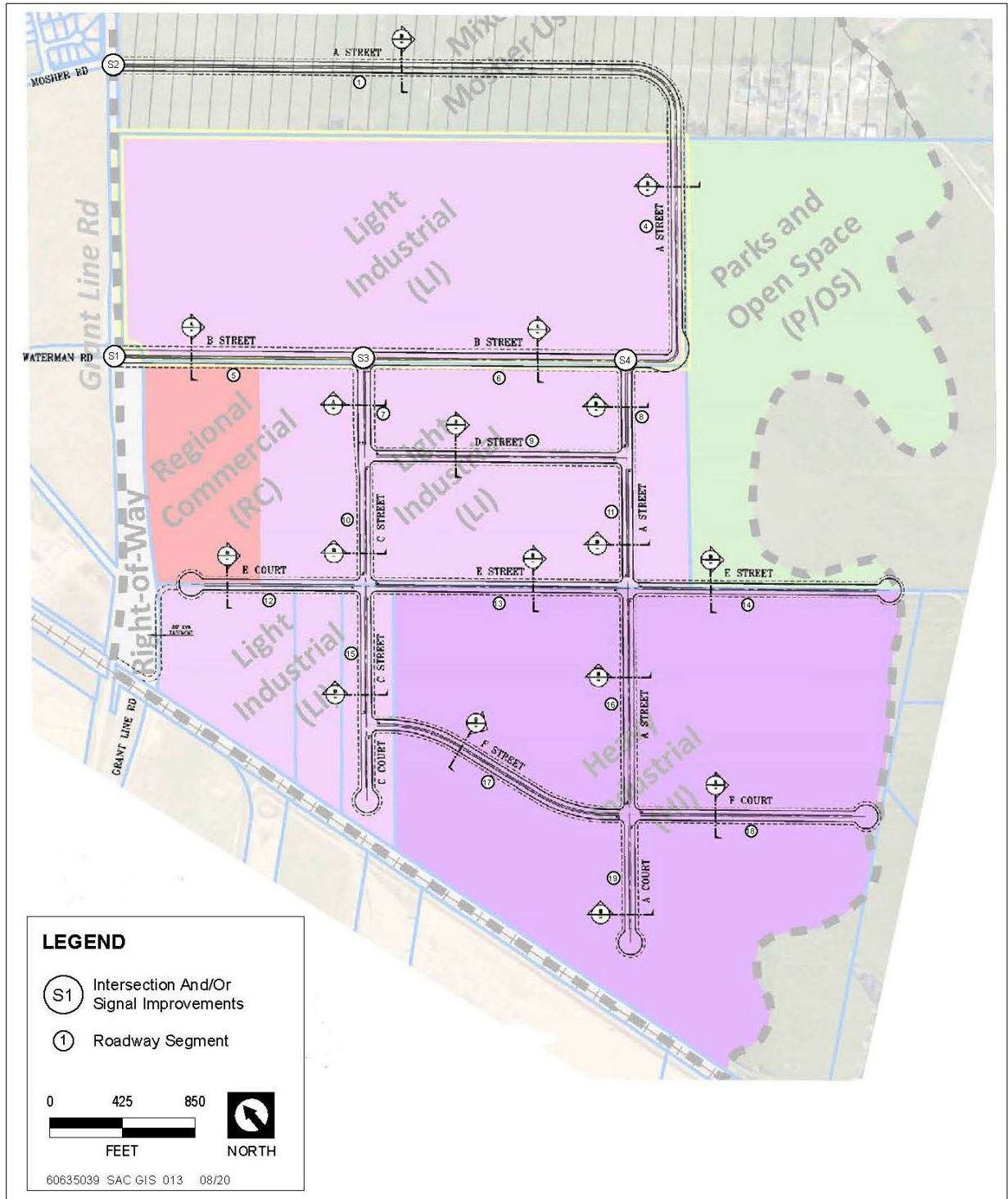
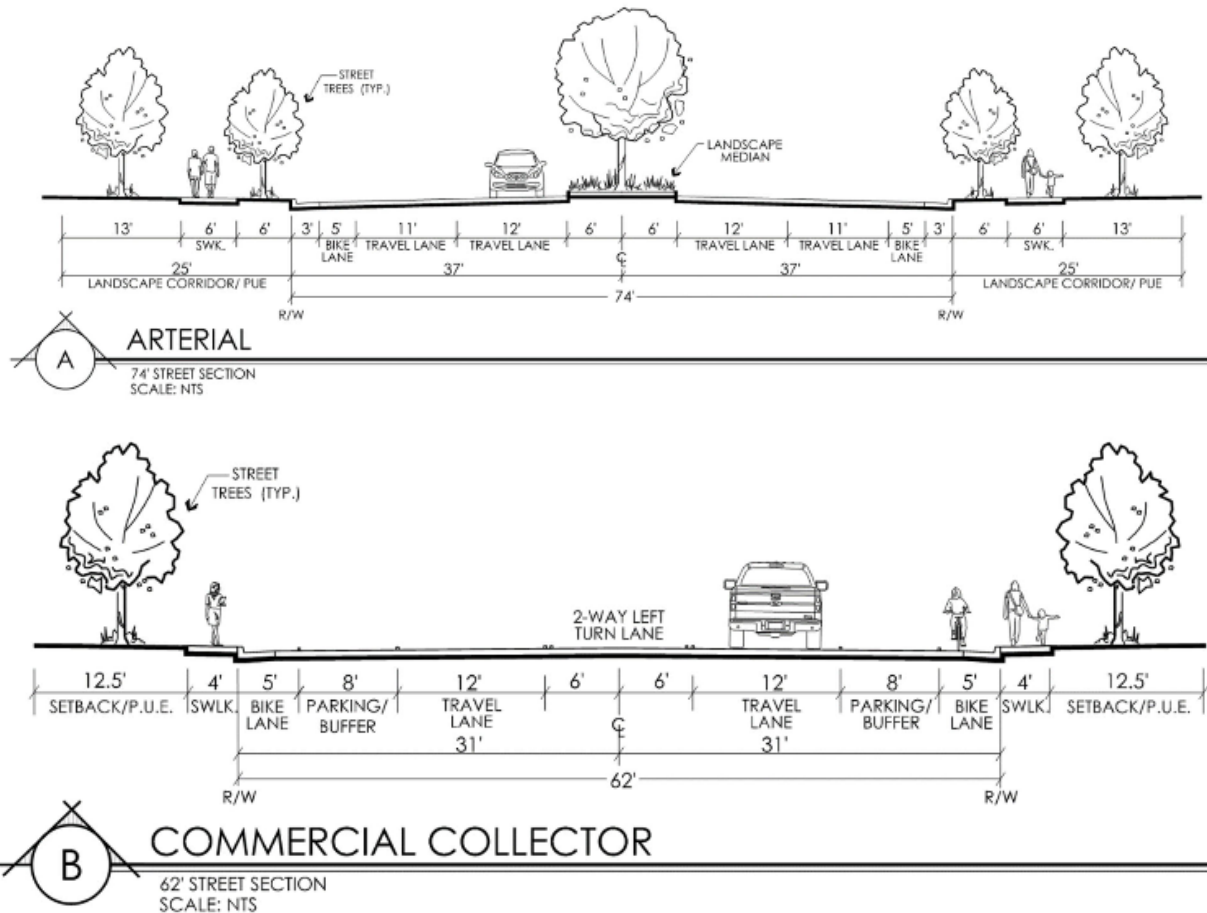


Figure 7: Roadway Cross Sections



3.2.2 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, 12-inch, and 14-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 Project's Transportation Master Plan. A layout of the proposed water system to serve the Ultimate Phase of the Plan Area is shown in *Figure 5*.

3.2.3 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. 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 of the 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.

3.3.4 Drainage Infrastructure

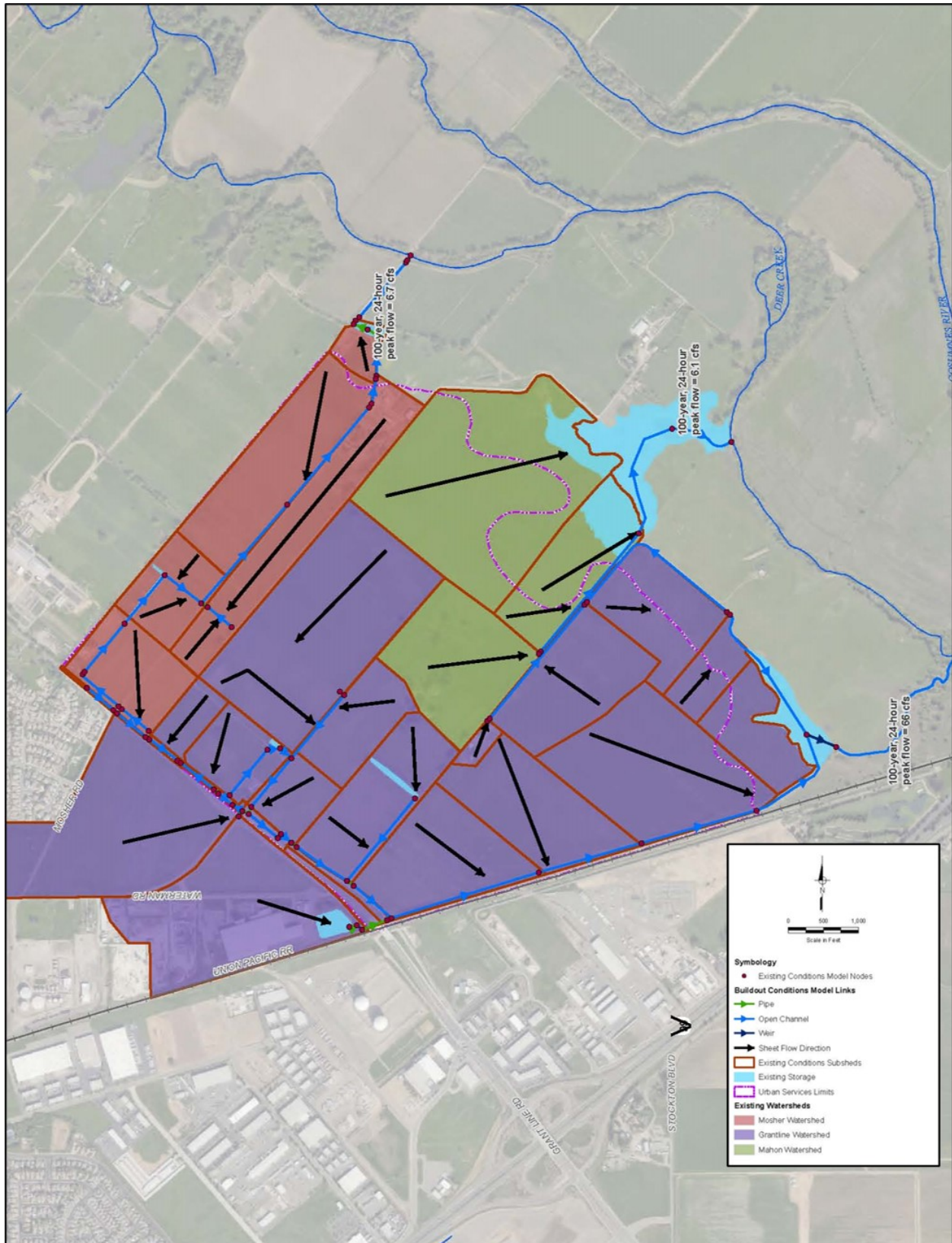
A Drainage Master Plan has been prepared for the Project area, which defines the approximate configuration, alignment, and size for the future drainage system that will serve the Project and defines the approximate locations and sizes of required detention basins, drainage ditches and storm drain trunk

pipng 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 8*. 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 as shown on *Figure 8*. 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 3* depicts this existing drainage system and lists calculated peak flow rates that are discharged to Deer Creek in the far southern portion of the Study area. *Figure 8* presents the existing watershed map, as well as the general direction of overland sheet flow in the Study Area.

Figure 8: 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 preliminary drainage plan proposed in this 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.

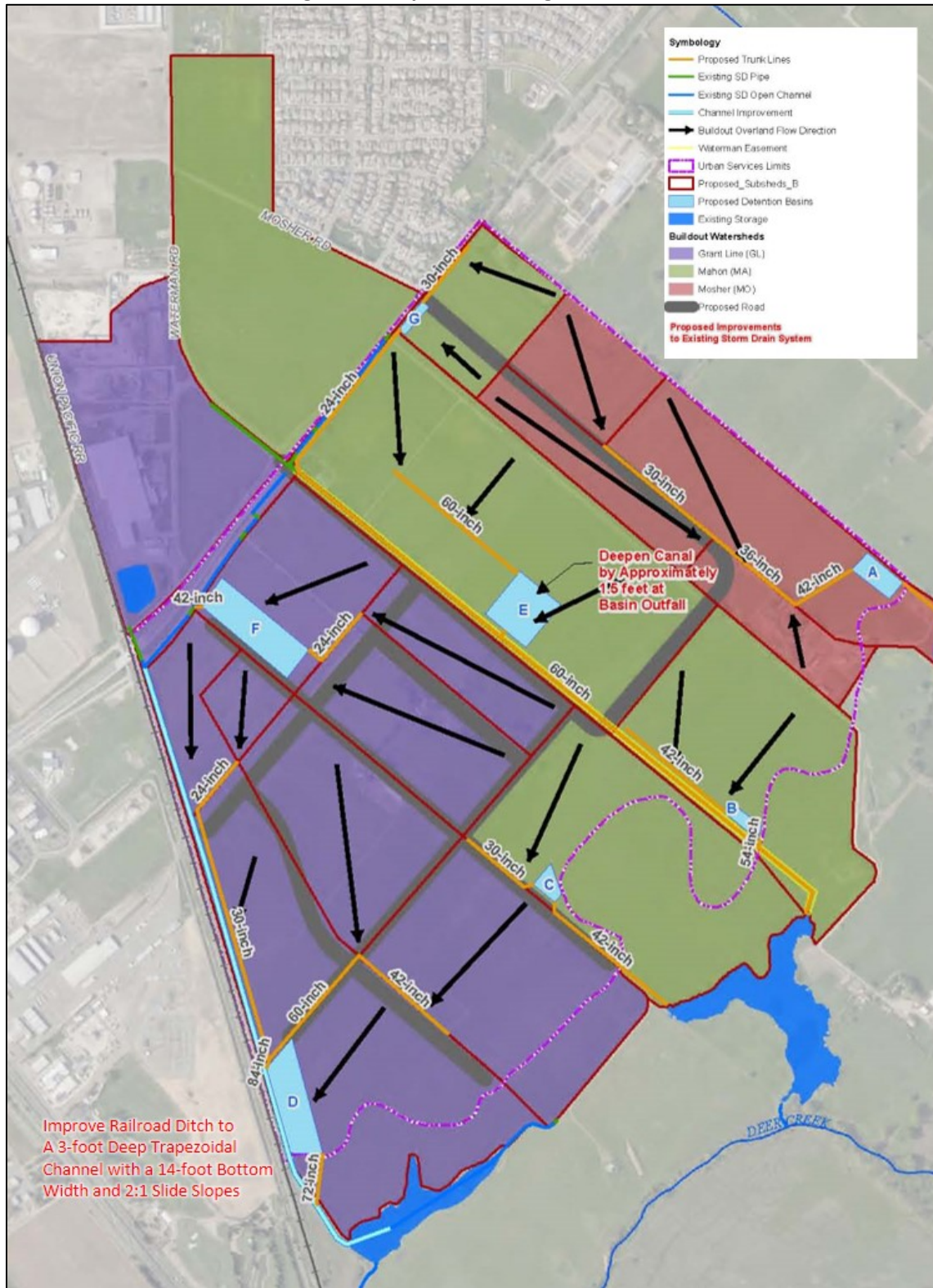
Due to a lack of soils with high infiltration capacity in the area, detention basins were chosen to provide mitigation for potential flood control, water quality, and hydromodification impacts. The detention basins were sized in conformance with City standards. Additionally, West Yost Associates (West 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 seven proposed detention basins. Seven (7) 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 9*.

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 as indicated on Figure 9. 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.

Figure 9: Proposed Drainage Facilities



3.3.5 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.

3.4 Backbone Infrastructure Costs

Table 3 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 3: 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

3.5 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.

3.5.1 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. 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.

3.5.1.1 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.

3.5.1.2 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.

3.5.1.3 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.

3.5.1.4 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.

3.5.1.5 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.

3.5.1.6 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.

3.5.1.7 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.

3.5.1.8 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.

3.5.2 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 if an in-lieu fee payment is appropriate and impose the requirement at the time of project approval.

3.5.3 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.

3.5.4 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.

3.6 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.