

# GENERAL PLAN UPDATE

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## Joint Study Session

April 13, 2017

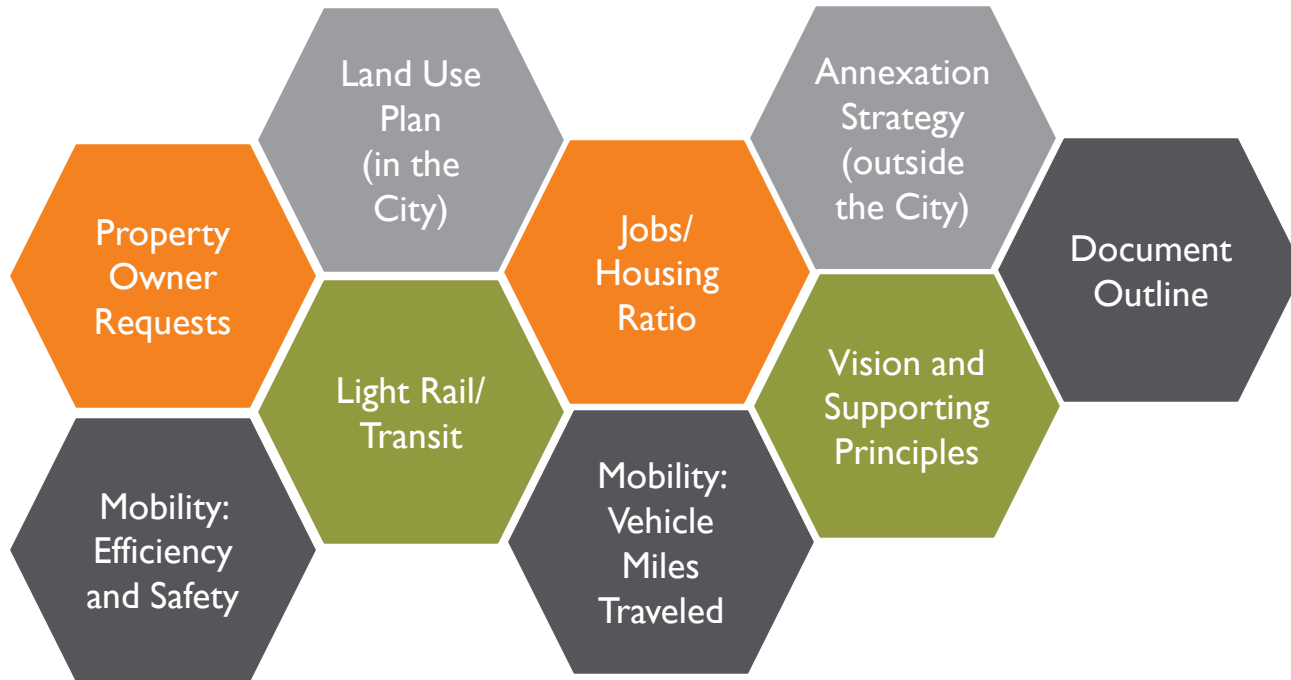


ELK GROVE

A BRIGHTER FUTURE

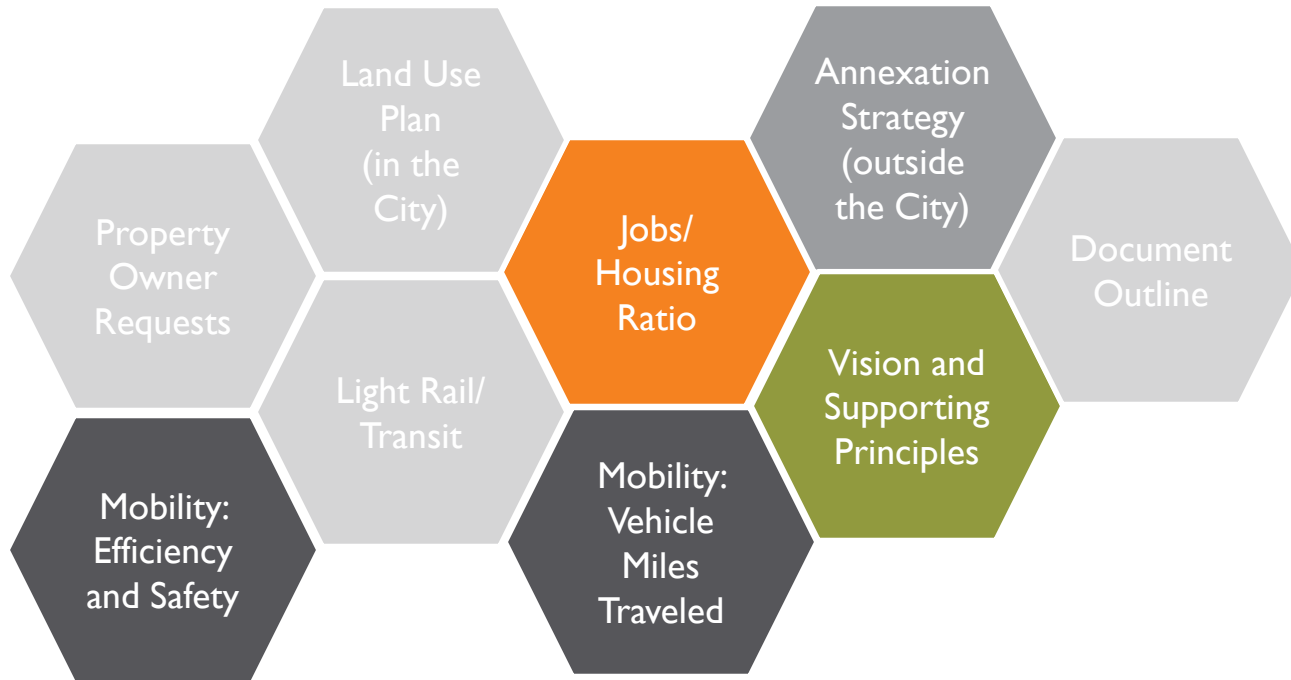
# Interrelated Issues and Topics

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## Last time...

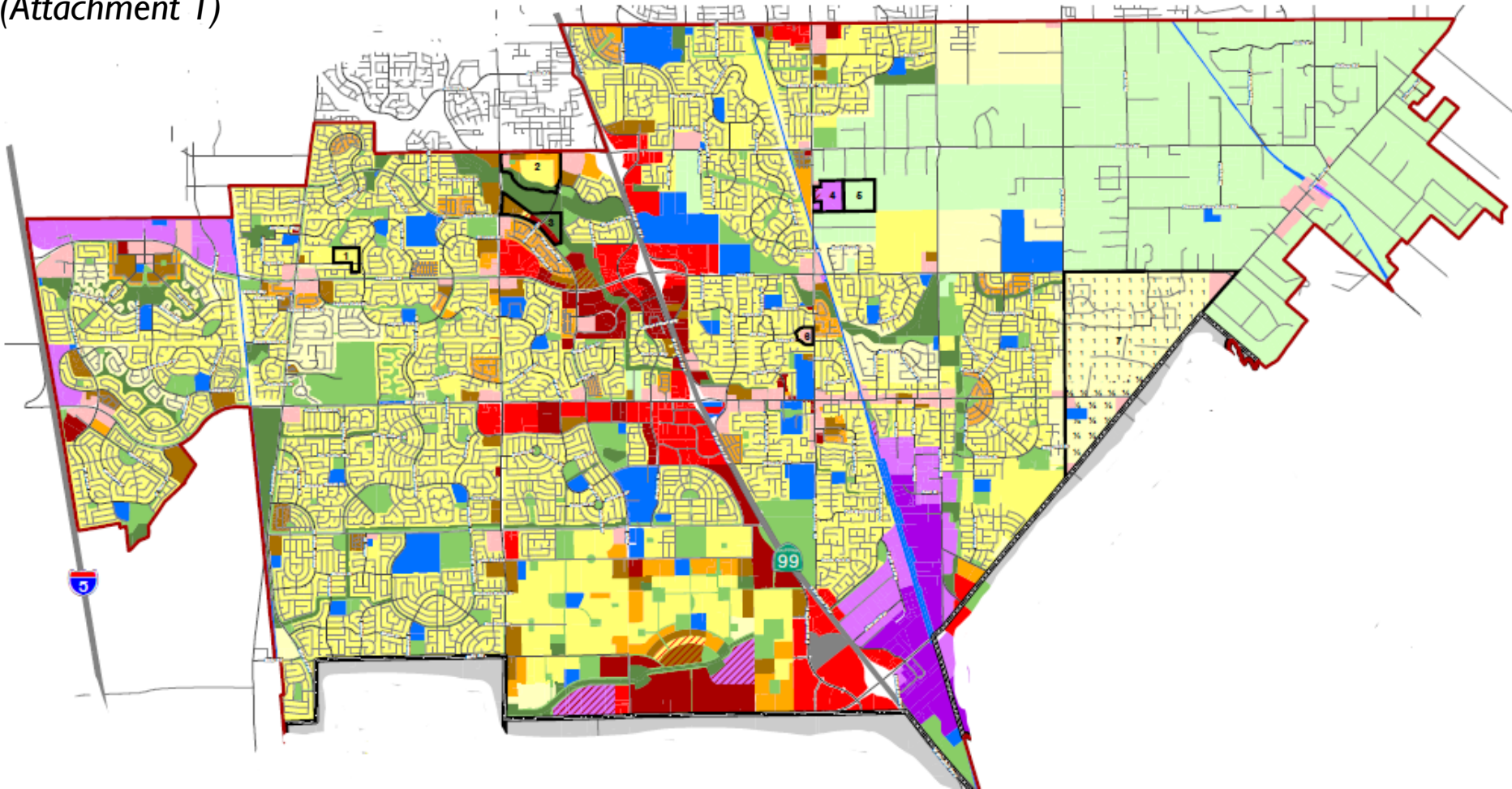
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- Progress since last fall
- Land use categories
- Opportunity Site alternatives
- Property owner requests
- Infill policies
- General Plan outline
- Some discussion of jobs-to-housing ratio



# Preferred Land Use Map

(Attachment I)



# Performance Indicators

## (Attachment 2)

### Land Use Assumptions and Development Capacity

Alternative		Exist. Cond.	A	B	B	C	C
Expansion Scenario		N/A	N/A	1	2	1	2
Land Use Assumption	Within the Existing City	Exist. Cond.	Exist. Cond. + Clean Ups	Alternative A + Opportunity Site Recommendations		Alternative A + Opportunity Site Options	
	Within the Study Areas	N/A	No assumptions <sup>1</sup>	Includes development as described in the Annexation Strategy.			
				Scenario 1: 1:2:1 jobs housing target	Scenario 2: 1:4:1 jobs housing target	Scenario 1: 1:2:1 jobs housing target	Scenario 2: 1:4:1 jobs housing target
Development Capacity <sup>2</sup>	Total Housing Units	53,011	70,249	87,489	91,763	88,389	93,085
	Detached SFR	47,376	57,748	67,733	71,185	68,586	72,044
	Attached SFR	5,631	5,741	11,551	12,393	11,720	12,958
	MFR	4	6,760	8,205	8,185	8,083	8,083
	Total Jobs	46,418	88,113	110,641	139,864	111,186	139,640
	Retail	17,036	29,170	35,097	37,810	36,618	37,993
	Office	20,154	45,941	60,927	85,260	60,050	85,433
	Industrial	5,544	9,074	9,628	11,096	9,516	11,107
Public	3,684	3,928	4,989	5,698	5,002	5,107	

1. Assumes no future development outside of the existing City, with the exception of the City's proposed SOI application near Grant Line Road and SR-99.  
 2. Land use designations permit greater density or intensity in many existing developed areas, but the extent of redevelopment and intensification of these properties is anticipated to be limited. Development capacity of currently undeveloped or agricultural areas anticipates development based on each land use designation's allowable range of density and/or intensity.

### Performance Indicators



# Jobs-Housing Ratio

## **SACOG MTP:**

- Jobs-Housing is dependent on the geography used – there is no “right” geography
- Areas with “good” jobs-housing balance may still force workers to commute
- Regional target: 1.2:1 by 2036
- 4% regional average increase between 2016 and 2036

## **For Elk Grove:**

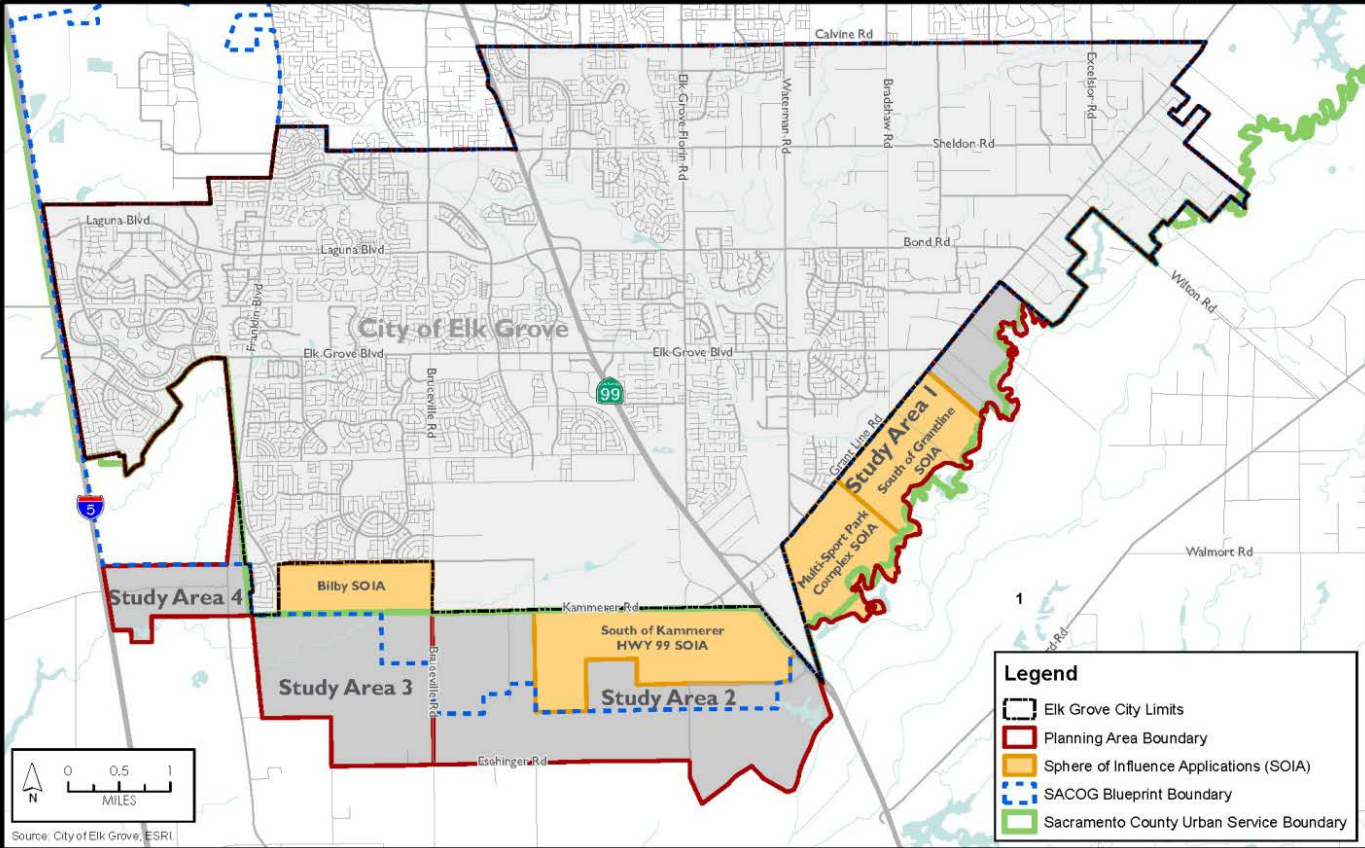
- J/H ratio today: 0.94:1
- 4% increase = 0.97:1

**Policy Direction**  
**Request #1:**  
Provide direction on the preferred jobs/housing target for the General Plan

# Annexation Strategy

## Study Areas

**Policy Direction**  
**Request #2A:**  
Confirm that Study Area 4 should not be carried forward into the draft General Plan





# Annexation Strategy

(Attachment 3)

## Land use programs provide:

- General siting criteria (applicable to all study areas)
- Land plan guidelines
- Land programming considerations
- Performance standards

Land Plan Guidelines – West Study Area		
1,982 acres		
Land Use Designations	Program Considerations – Land uses in the Study Area shall conform to the following land use ranges and ratios on a gross acreage basis.	
	Scenario 1	Scenario 2
<b>Commercial and Employment Land Use Designations</b>		
Community Commercial (CC)	1-3% of total acreage	2-6% of total acreage
Employment Center (EC)	3-5% of total acreage	8-12% of total acreage
<b>Public/Quasi-Public and Open Space Land Use Designations</b>		
Public Services (PS)	As needed to support planned land uses	As needed to support planned land uses
Park and Open Space (P/OS) Resource Management and Conservation (RMC)	2-10% of total acreage, or as necessary to meet general siting criteria	2-10% of total acreage, or as necessary to meet general siting criteria
<b>Residential Land Use Designations</b>		
Estate Residential (ER) Low Density Residential (LDR)	10-15% of total acreage	40-55% of total acreage
Medium Density Residential (MDR) High Density Residential (HDR)	10-15% of total acreage, or higher if needed to comply with RHNA obligations	20-25% of total acreage, or higher if needed to comply with RHNA obligations
<b>Other Land Use Designations</b>		
Agriculture	60-70% of total acreage	n/a

**Note:**

1. VMT maximums for each proposed project shall be determined using a City-approved travel demand model and the VMT guidelines established for each land use designation. See the mobility section of this General Plan and the City's Traffic Impact Study Guidelines for more information.

# Annexation Strategy

## **With changes to the Jobs-Housing target...**

What jobs-housing target will be included in the General Plan?

- Jobs-Housing target will affect the land use programs for the Study Areas.
- The draft in Attachment 3 still includes both the 1.2:1 ratio (Scenario 1) and the 1.4:1 ratio (Scenario 2).
- Staff has not prepared any additional scenarios.

# Annexation Strategy

## **With changes to the Jobs-Housing target...**

Will portions of the Study Areas be identified for continued agricultural use during the life of this General Plan?

- Scenario 1 provides a portion of the Study Areas with continued agricultural use; Scenario 2 does not.
- A future General Plan could modify these program components.
- Or, development opportunities (including how uses transition to the agricultural areas south of Eschinger Road) could be identified.

# Annexation Strategy

(Attachment 3)

## **Policies and actions regarding annexations and future development:**

- Support applications to LAFCo if:
  - Implement the General Plan
  - Located within Study Areas
- Work with Sacramento County:
  - SOI amendments
  - Master tax sharing,
  - Fair-share allocation of regional housing needs
- Annexation proposals must:
  - Generally be provided as a Specific Plan
  - Demonstrate community benefit

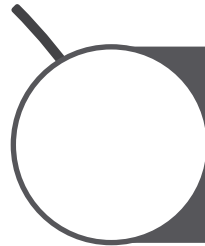
**Policy Direction**

**Request #2D:**

Confirm direction on the Annexation Strategy (policies and action items)

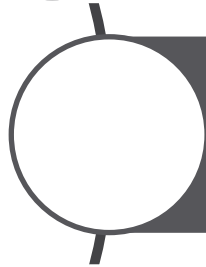
# Annexation Strategy

## **LAFCo Applications in Process**



### Sports Complex SOI Amendment

- Applicant: City
- Location: Study Area 1



### Kammerer/99 SOI Project

- Applicant: Private Party
- Location: Study Area 2



### Bilby Ridge SOI

- Applicant: Private Party
- Location: Study Area 3

# Annexation Strategy

## Active SOI Applications

Land use information is required for SOI applications

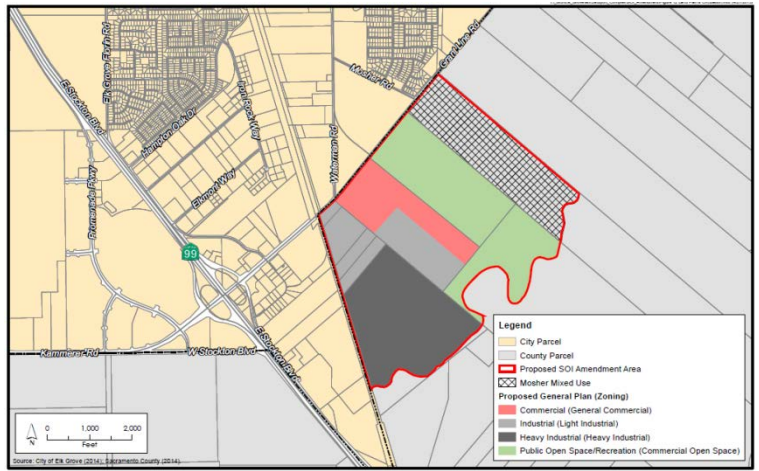
## Kammerer/99 SOIA

**Table 2-1. Conceptual Land Use Scenario**

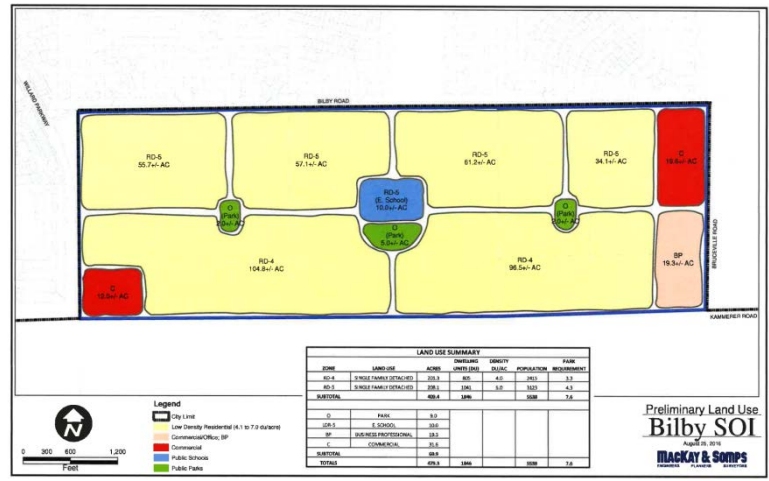
Land Use	Jobs	Acreage	Dwelling units
Multi-Family Residential	-	90	1,790
Single-Family Residential	-	430	3,200
Commercial	1,600	50	-
Office	15,000	330	-
Industrial	3,500	130	-
School (2,696 students)	190	30	-
Parks/Open Space, Trails	-	110	-
<b>Total</b>	<b>20,000</b>	<b>1,156</b>	<b>5,000</b>

Note: Totals do not add due to rounding.  
Source: AECOM 2016

## Sports Complex



## Bilby Ridge SOIA

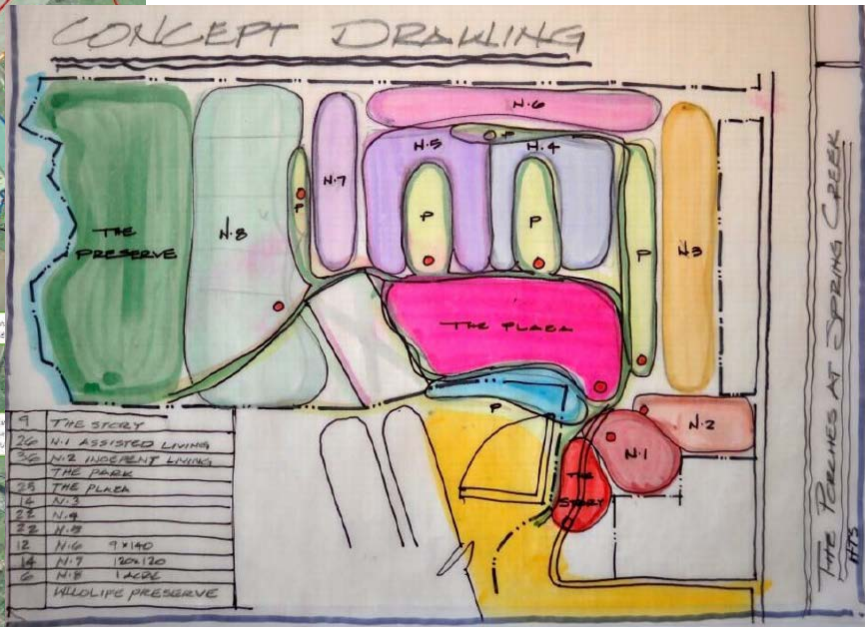
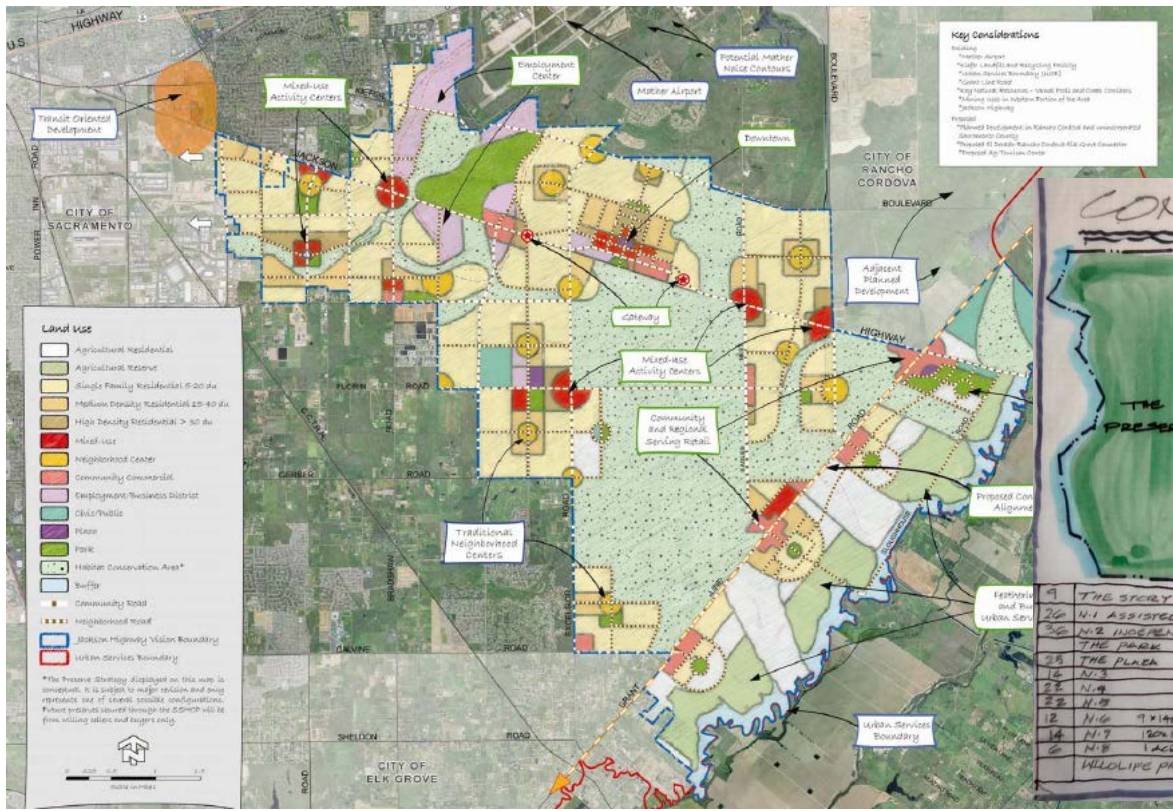


Preliminary Land Use  
**Bilby SOI**  
April 28, 2016  
**Mackay & Somp**  
PLANNING ENGINEERS ARCHITECTS

# Annexation Strategy

## Study Areas - Bubble Diagram examples (Attachment 3)

**Policy Direction**  
**Request #2E:**  
 Provide direction on  
 preparation of conceptual  
 land use diagrams



# Annexation

## AKT Request for Study Area

**Policy Direction**  
**Request #2F:**  
**Provide direction on AKT**  
**Investments request**



### Staff does not recommend inclusion:

- Outreach has already been conducted.
- Area not part of City's 2008 to 2013 SOI Application.
- Proposed density may conflict with adjoining development.
- Proposed uses would likely necessitate constructing infrastructure along Calvin Rd to Grant Line Rd conflicting with existing policies in the Rural Area.
- Would create pressure on the area to increase development density.



# Mobility Policies

(Attachment 5)

- I. Vehicle Miles Traveled (VMT)
  - i. Proposed General Plan policies
  - ii. Development review process and CEQA
  - iii. Screening map and criteria
2. Roadway Efficiency (replaces LOS)
  - i. Roadway performance targets
  - ii. Roadway sizing diagram



*Why?*

- *VMT standards will replace LOS as a traffic impact metric in transportation and traffic CEQA analyses (SB 743)*
- *No new guidance from State to date*
- *Provides a balanced approach between implementing the pending CEQA changes and maintaining local land use authority*

# Mobility Policies

## Vehicle Miles Traveled (VMT) *(Attachment 5B)*

Key aspects of new proposed policies and procedures:

### Proposed General Plan Policies

- VMT limits by **land use designation** (15% below a 2015 baseline)
  - **Citywide** land use projects in accumulation and build-out cannot exceed baseline
  - **Study Area** land use projects must achieve a VMT level 15% below the baseline
- VMT limits for **transportation projects**
  - Short-term, not to exceed the project's baseline
  - Long-term, consistent with regional plans

**Policy Direction**

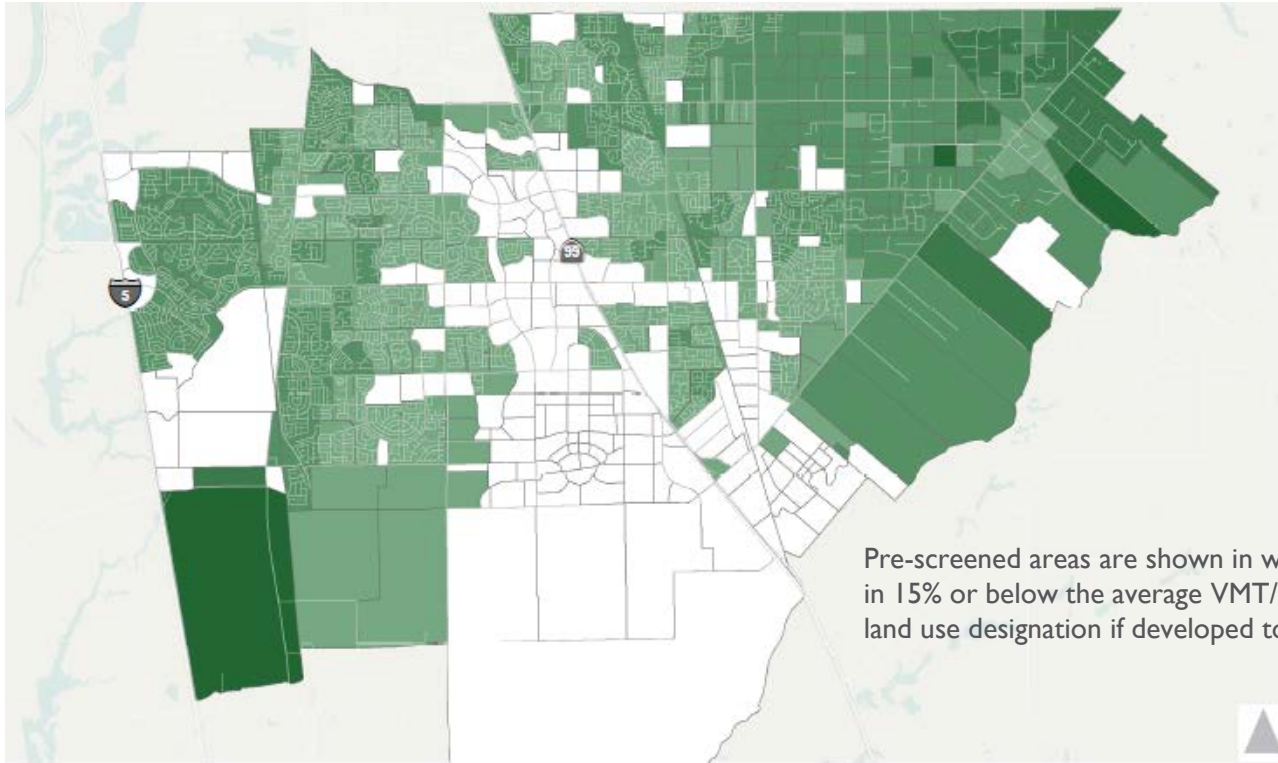
**Request #3A:**

Confirm direction on VMT analysis and thresholds is appropriate to move forward

# Mobility Policies

## Pre-Screening Map *(Attachment 5C)*

Shortens the process for many areas, if project is consistent with the Land Use Plan



Pre-screened areas are shown in white and have been determined to result in 15% or below the average VMT/service population established for the land use designation if developed to the specifications of the Land Use Plan.

# Mobility Policies

## Transportation Analysis Guidelines:

Provides a 4-step process for calculating and determining VMT impacts

VMT limits established by **land use designation**

## 5 VMT Reduction Categories:

Outlines 5 types of strategies to reduce VMT within proposed projects

Land Use Designation	VMT Limit (Daily/SP)
Community Commercial	69.2
Regional Commercial	40.9
Employment Center	11.9
Light Industrial/Flex	26.2
Light Industrial	42.2
Heavy Industrial	31.1
Village Center Mixed Use	27.2
Residential Mixed Use	17.5
Parks and Open Space	0 <sup>1</sup>
Resource Management	0 <sup>1</sup>
Public Services	20.0
Rural Residential	20.1
Estate Residential	18.0 <sup>1</sup>
Low Density Residential	12.0
Medium Density Residential	10.9
High Density Residential	7.8
Agriculture	30.5

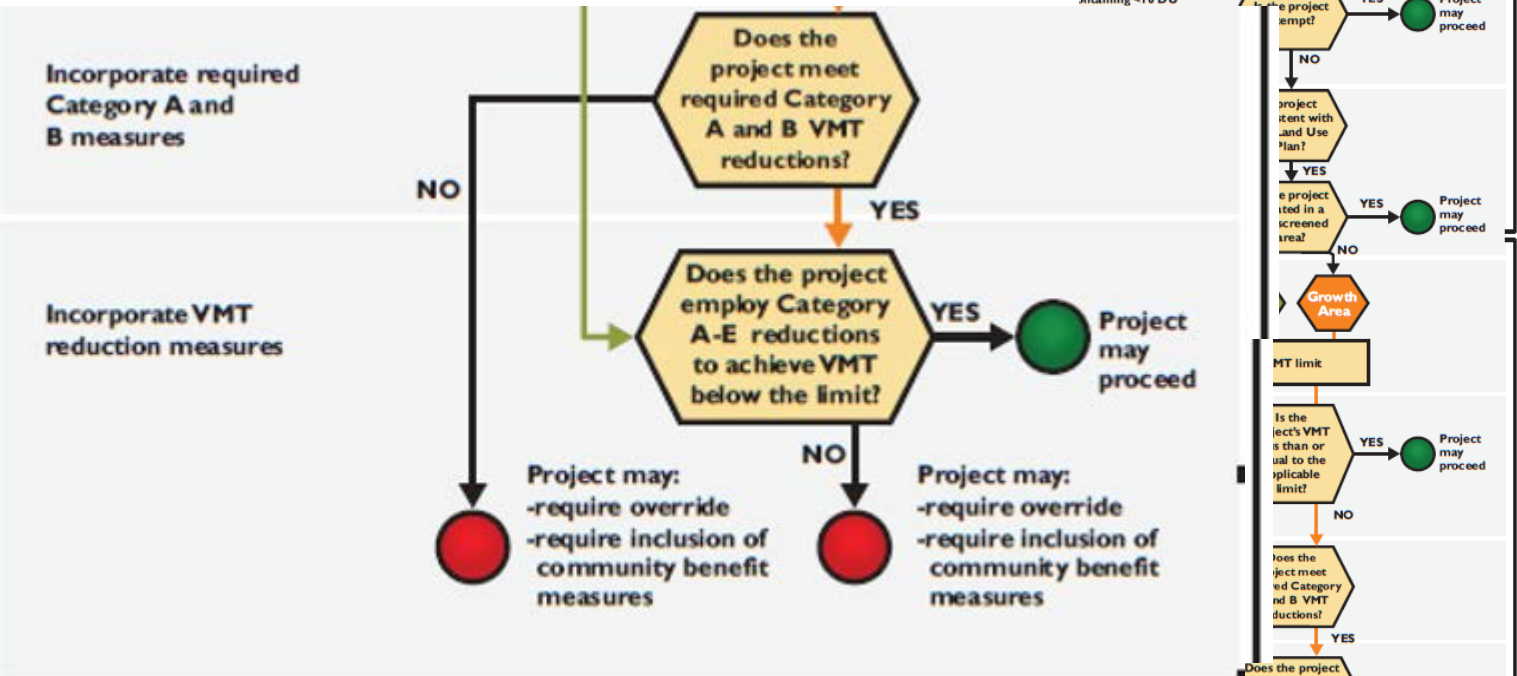
Notes: 1. These designations are not anticipated to produce substantial VMT and are exempt from analysis.

Service Population = Residents + Employees

# Mobility Policies

VMT limits for land use projects:

## 4 Project VMT Limit Compliance



Determine if the project is ministerial or discretionary

Establish the project is exempt, if it is:

- A residential project of <10 dwelling units (DU)
- A commercial, office, or industrial project of <50,000 sq. ft.
- A project containing <10 DU

Project VMT Limit Compliance

Incorporate VMT reduction measures

Project may require a negative declaration / mitigated negative declaration

Project may require an environmental impact report

Project may qualify for an exemption from CEQA

Project may require a negative declaration / mitigated negative declaration

Project may require an environmental impact report

# Mobility Policies

## Roadway Efficiency and Safety Policy

### Roadway Performance Target

*(Attachment 5B)*

General Plan Policy: Robust and efficient roadway network

- Safe and convenient access
- Balanced with tangible and financial implications of roadway improvements

### Performance Targets

1. Intersections
2. Segments
3. Pedestrian and bicycle stress scores

**Policy Direction**  
**Request #3B:**  
Confirm direction on roadway efficiency and safety policy is appropriate to move forward

# Mobility Policies

## 3 Types of Performance Targets

1. Intersection  
Performance Targets

2. Segment  
Performance Targets

3. Pedestrian and  
Bicycle Performance  
Stress Scores

Facility Type	Number of Lanes	Median	Speed	ADT Target		
Arterial	2	No	25	13,600		
			30	14,600		
			35	15,700		
			40	16,600		
			45	17,700		
			55	18,600		
	2	Yes	25	14,300		
			30	15,400		
			35	16,500		
			40	17,500		
			45	18,600		
			55	19,600		
	4	No	30	29,800		
			35	31,600		
			40	33,300		
			45	35,300		
		4	Yes	30	31,400	
				35	33,300	
40				35,300		
45				37,200		
5				45,600		
5				46,400		
6	Yes	35	48,900			
		40	51,500			
		45	54,000			
		7	59,400			
8	Yes	45	64,800			
		55	72,000			
Expressway	4	Yes	55	64,800		
			55	97,200		
Freeway	4	Yes	55+	74,400		
			6	Yes	55+	111,600
			8	Yes	55+	148,800

Seek the lowest stress scores possible for pedestrian and bicycle performance after considering factors including design limitations and financial implications.

# Mobility Policies

## Roadway Sizing Diagram *(Attachment 5D)*

- Ultimate planned lane widths for arterials and collectors
  - Maintains 2-lane roads in Sheldon Rural Area, including Bradshaw Road
  - Maintains 2-lane Elk Grove Blvd. in Old Town
- Road diets along select corridors to accommodate on-street bicycle and off-street trail improvements
- Analyzed multiple scenarios – Staff recommends Scenario 6
  - Lane configurations in the Rural Area are all at two lanes consistent with Rural Roads Policy

### **Policy Direction**

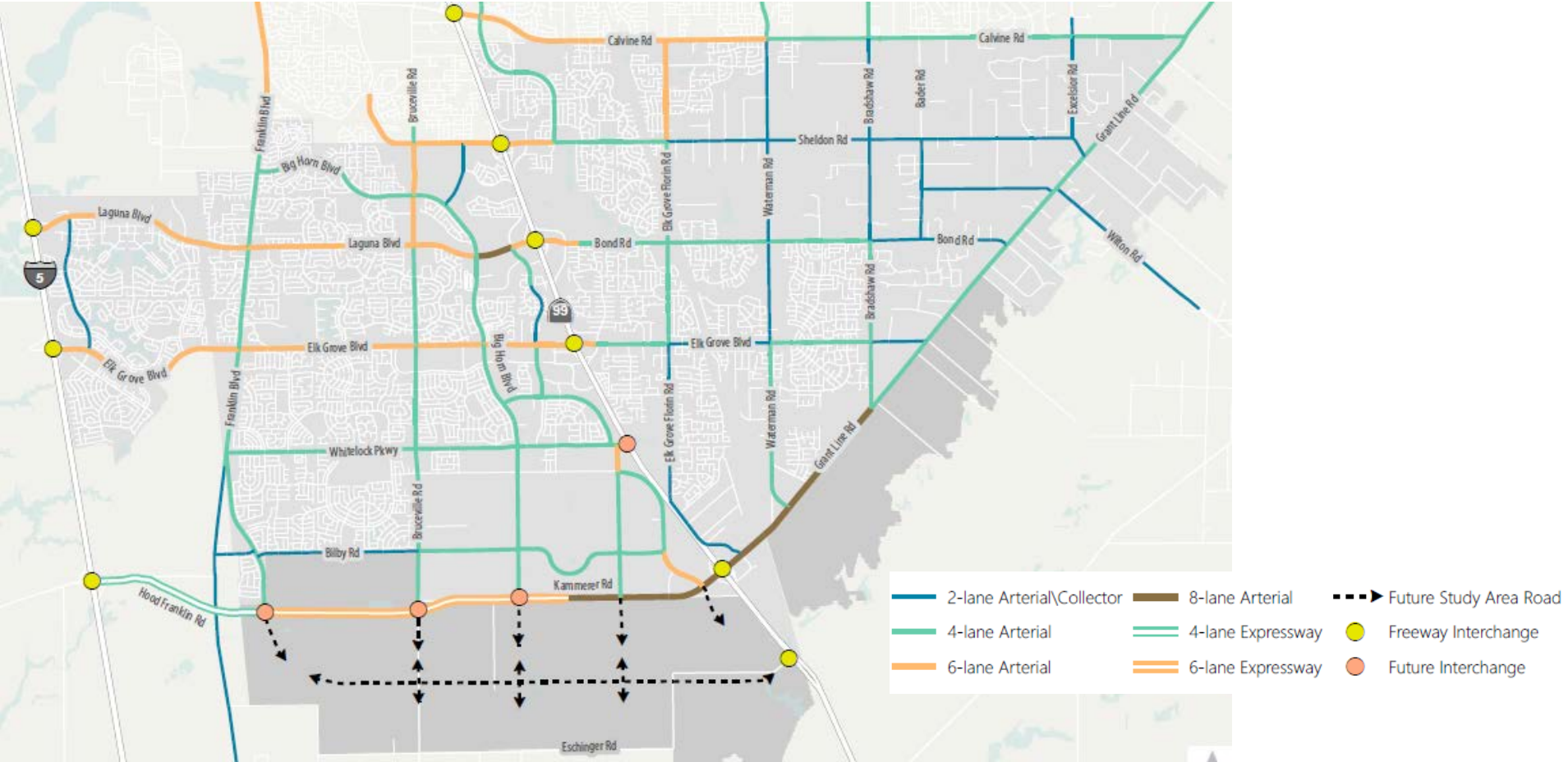
#### **Request #3C:**

Provide direction on whether to incorporate Scenario 6 into the roadway sizing diagram



# Mobility Policies

## Roadway Sizing Diagram – Scenario 6



# Vision and Supporting Principles

## Revised Vision and Supporting Principles

(Attachment 6)

**Policy Direction**  
**Request #4:**  
Confirm  
recommended changes  
to the Vision and  
Supporting Principles



*Staff has reviewed the draft Vision and Principles and recommends minor adjustments*

## Next Steps

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- Staff will initiate CEQA process
  - Notice of Preparation for the Environmental Impact Report (EIR) May of 2017
- Staff will begin constructing the General Plan document template and narrative content
  - Draft Plan and EIR available Summer 2017

# GENERAL PLAN UPDATE

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## Joint Study Session

April 13, 2017



ELK GROVE

A BRIGHTER FUTURE