

# GENERAL PLAN UPDATE

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## Planning Commission Workshop #4

October 18, 2018



ELK GROVE

A BRIGHTER FUTURE



## AGENDA

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- Schedule of Public Review
- Overview of Tonight's Topics
- Questions for Staff
- Public Comment
- Planning Commission  
Discussion and Review

# Review Schedule

Date	Activity
July 27, 2018	Release Public Draft Documents
September 6, 2018	<b>Planning Commission Workshop #1: Vision; Economy and the Region; Services, Health, and Safety</b>
September 13, 2018	Public meeting to accept any public comments on the Draft Environmental Impact Report (6:00 pm, City Council Chambers)
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TBD	<b>Planning Commission Workshop #5: Climate Action Plan Follow Up</b>
TBD	Release Final EIR
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# Tonight's Topics

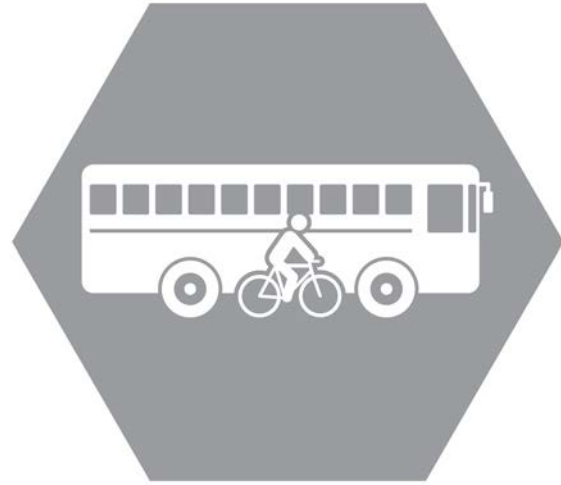
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- Chapter 6: Mobility
- Transportation Analysis Guidelines
- Next Steps in the process



## Chapter 6: Mobility

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# Objectives

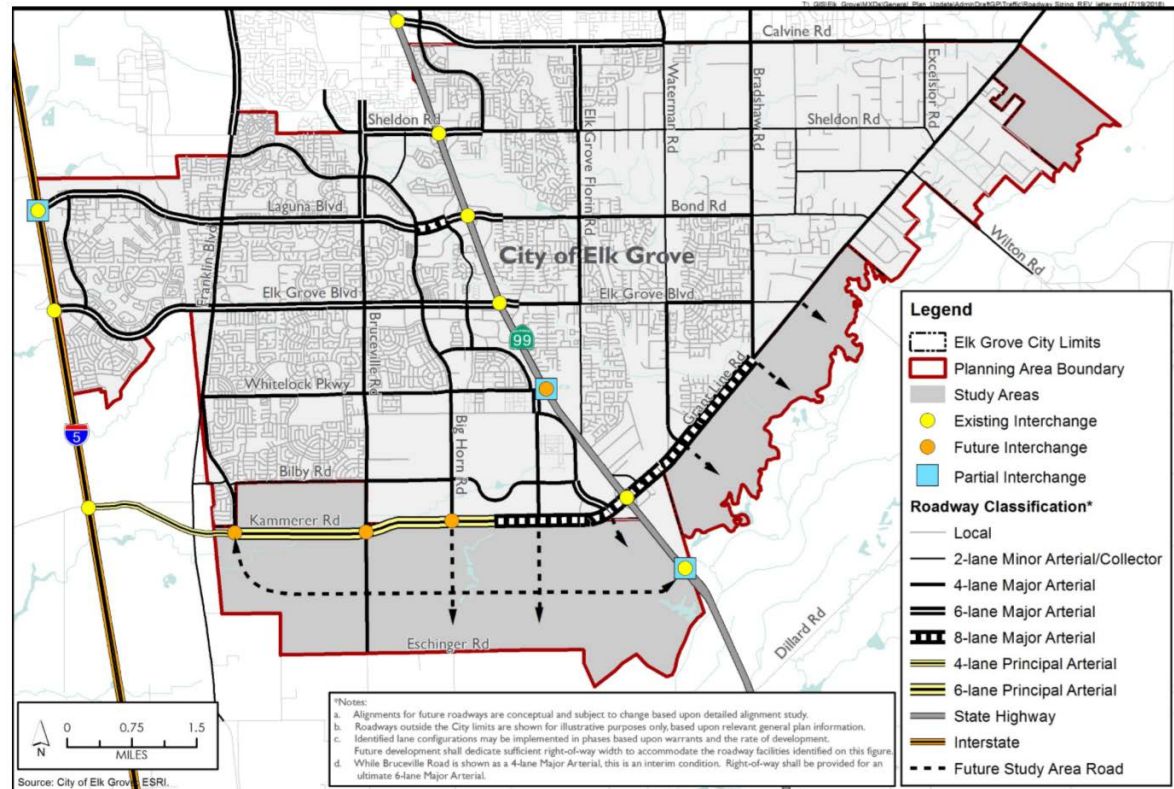
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- Transportation infrastructure
- Land use distribution
- Access
- Safety, comfort, and design
- Transit operations
- Efficiency and environmental impacts



# Roadway Sizing

- Rural area roads
- Kammerer & Grant Line Roads
- Bruceville Road
- New/upgraded interchanges
- Future roads





## Key Issues

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- Implementation of SB 743
- Policies





## Planning Environment - SB 743

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- What did SB 743 Do?
  - Shifted transportation analysis of projects under CEQA from Level of Service (LOS) to Vehicle Miles Traveled
  - **SB 743 Text** - Eliminated LOS as the basis for determining significant impacts
  - **State Guidance** - Identified VMT as the preferred metric for transportation analysis

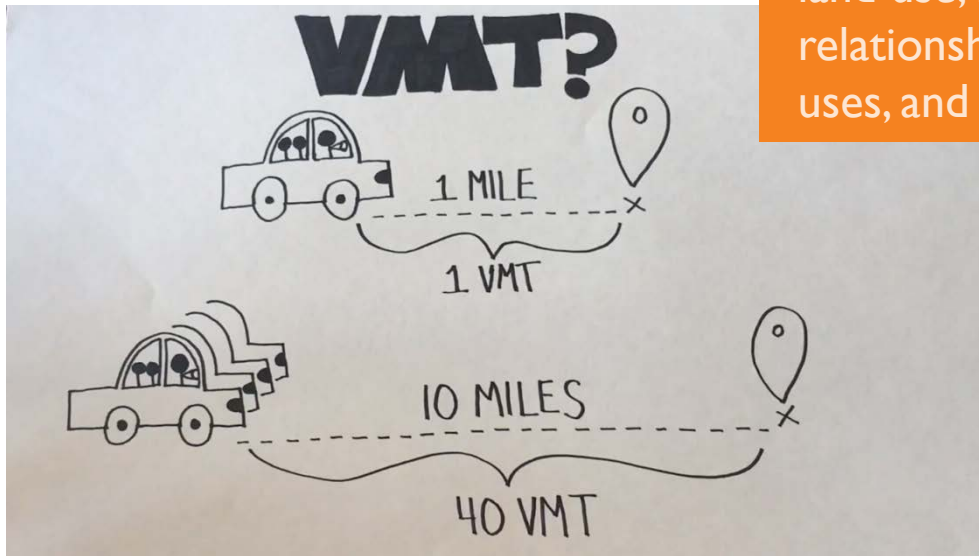


# VMT

- Land Use & Transportation Planning
  - Accounts for Interaction
  - VMT is an Efficiency Metric

## What is VMT?

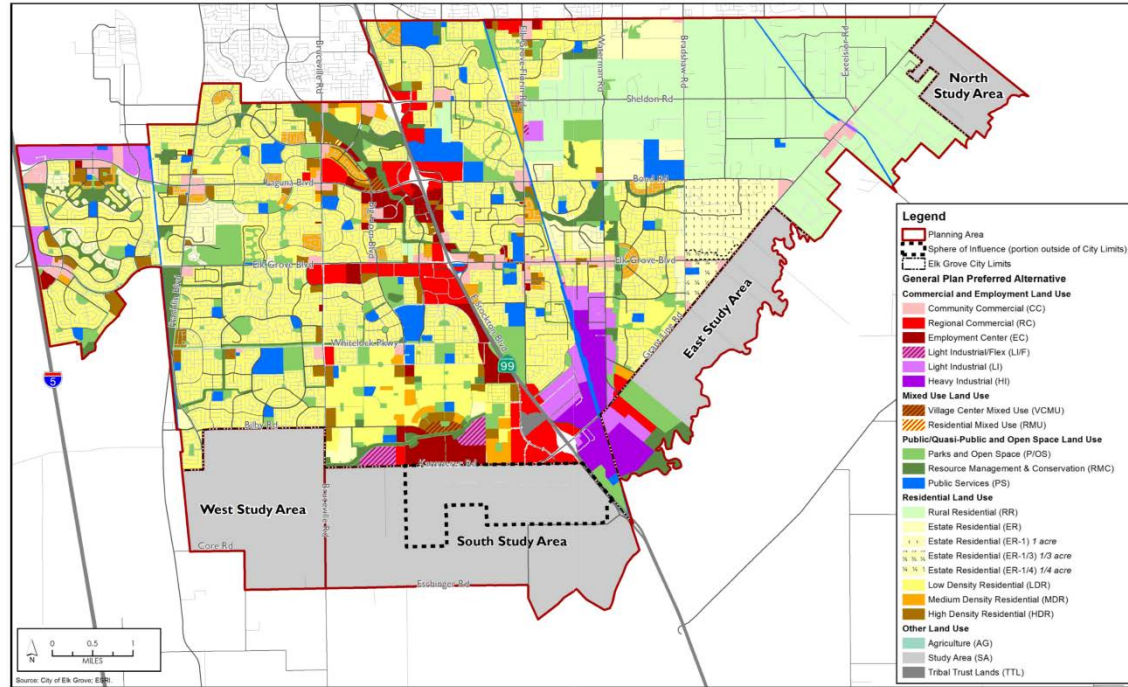
The total travel resulting from development due to land use, its physical relationship to other land uses, and mobility options.





# Land Use & Transportation

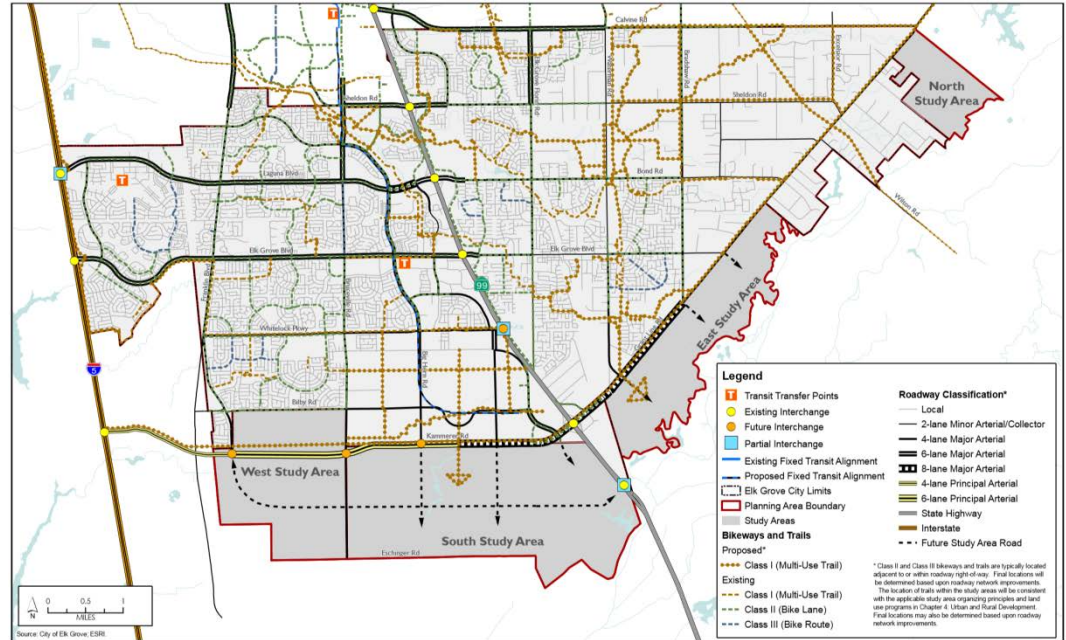
- Key Considerations
  - Balance housing growth and job growth
  - Preserve the Rural Area
  - Facilitate transit-supportive land uses





# Transportation Network

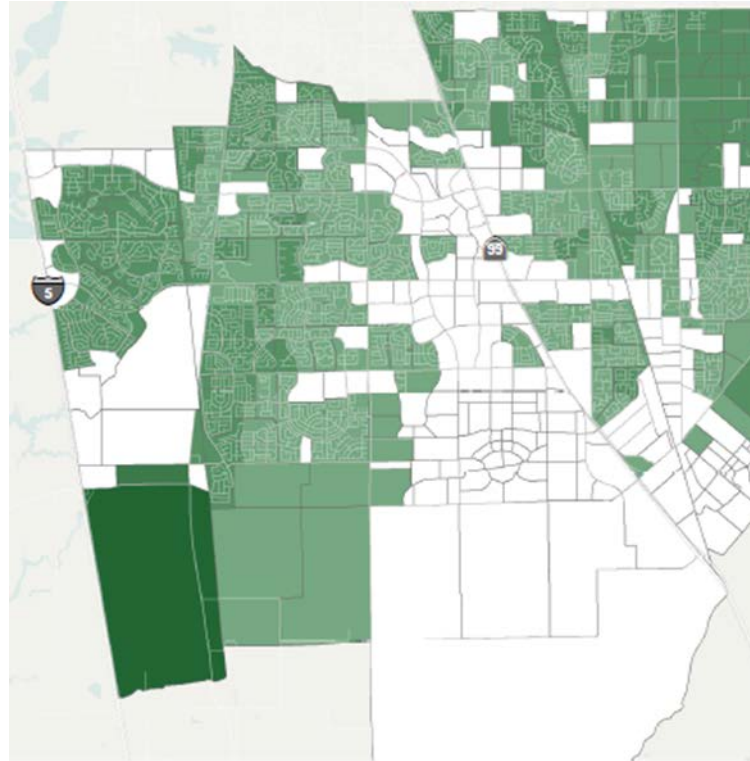
- Coordinates with the land uses identified on the Land Use Diagram
- Balances efficiency of travel without sacrificing character





# Mobility Policy

- VMT Policy is an outcome of planning (not an input)
- Policy Results in travel efficiencies
- Transportation Network supports land use



**Pre-screened areas** (shown in white)

Have VMT per service population 15% below the existing 2015 baseline established for the land use designation if developed to the specifications of the Land Use Plan.



## Roadway Performance Targets

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- Connects roadway sizing with anticipated volumes based upon existing and future land uses
- Balances the level of infrastructure constructed with the local context
- Incorporates transit and bicycle/pedestrian mobility into the analysis with stress scores.



## Complete Streets (MOB-3)

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- ★ • **MOB-3-1:** Balanced transportation system
- ★ • **MOB-3-6:** Complete streets design in accordance with neighborhood context
- ★ • **MOB-3-14:** Provision and management of parking to align with parking demand; access to shared parking
- **MOB-3-17:** Multifamily and commercial provides bicycle parking and other support facilities as appropriate



## Active Transportation for All (MOB-4)

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- ★ • **MOB-4-3:** Prioritize infrastructure that benefits bicycle and pedestrian safety and convenience within or near community facilities, activity centers, and other pedestrian-oriented areas
- ★ • **MOB-4-4:** Employ the recommendations of the Bicycle, Pedestrian, and Trails Master Plan





## Transit System (MOB-5)

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- ★ • **MOB-5-4:** Support mixed-use and high-density development close to existing and planned transit stops
- ★ • **MOB-5-7:** Maintain and enhance transit services that ensures frequent, reliable, timely, cost-effective, and responsible service to meet needs



## Adequate Maintenance and Operation (MOB-7)

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- ★ • **MOB-7-1:** Prioritize roadway improvements that result in appropriate capacity and multiuser facilities
- ★ • **MOB-7-8:** Support improvements and technology to facilitate efficient movement throughout the City

# Transportation Analysis Guidelines

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## Transportation Analysis Guidelines



City of Elk Grove

July 2018

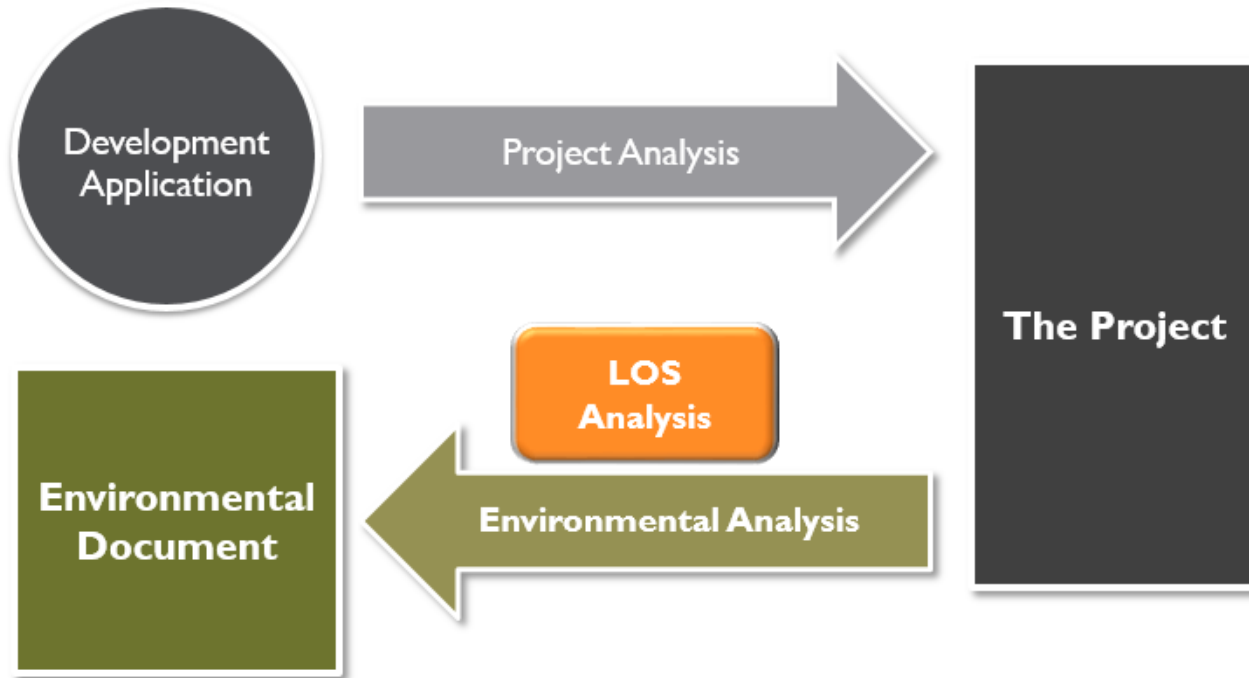
## TA Guidelines

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- Establishes protocol for transportation studies
- Applies current state-of-the-practice
- Includes guidance for General Plan consistency analysis
- Includes guidance for CEQA analysis using VMT

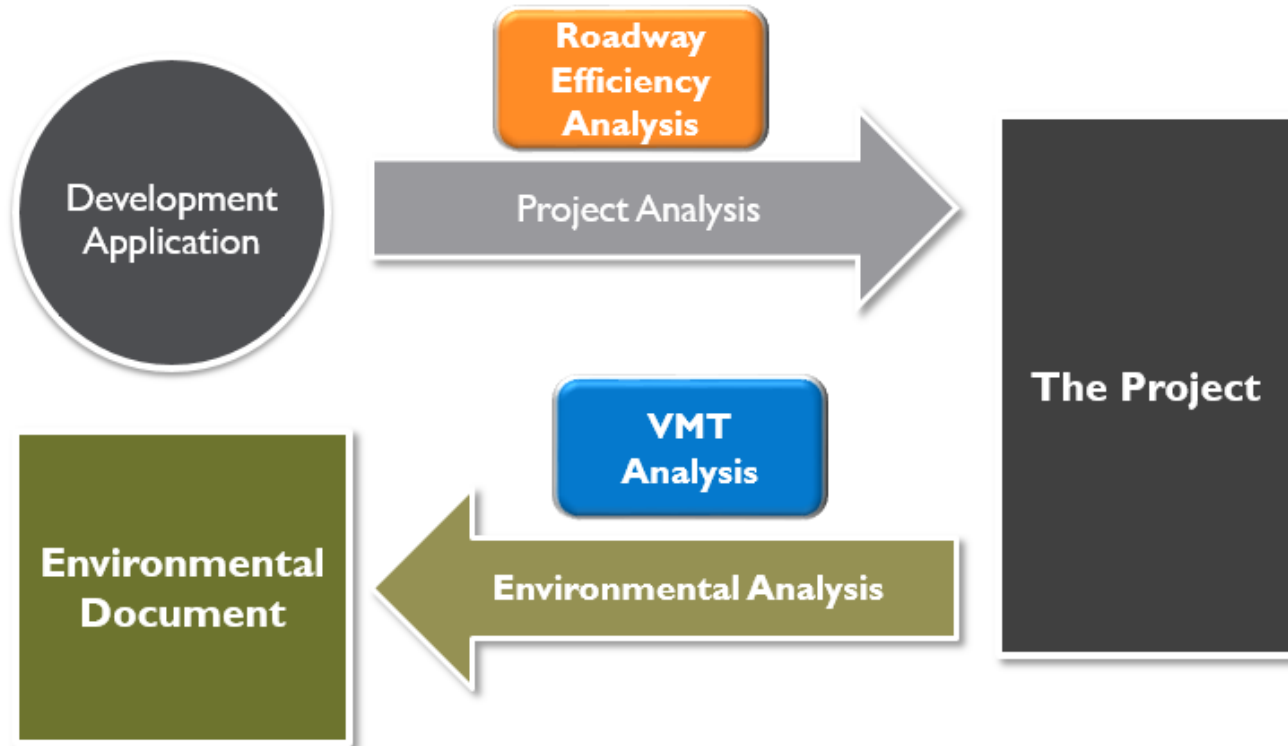
# The Old Process

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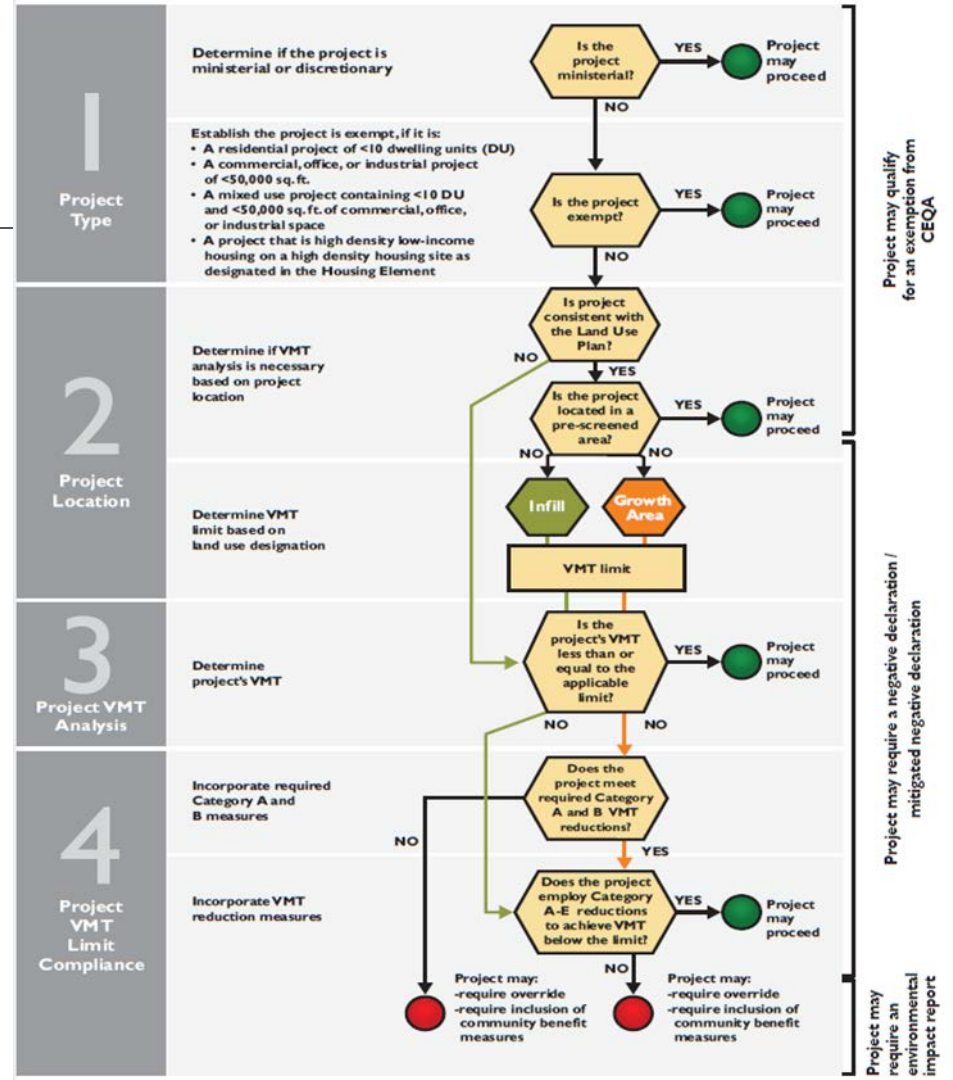
# The New Process

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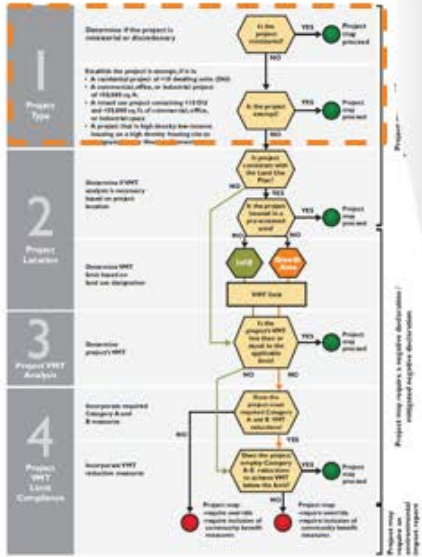
# VMT Review Process for Land Use projects

## The 4-step process

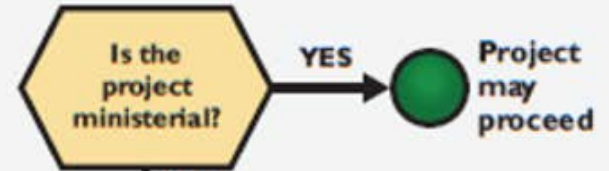


# Review Process for Land Use Projects

## Step 1: Project Type

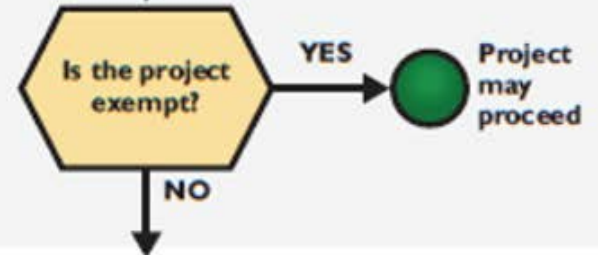


Determine if the project is ministerial or discretionary



Establish the project is exempt, if it is:

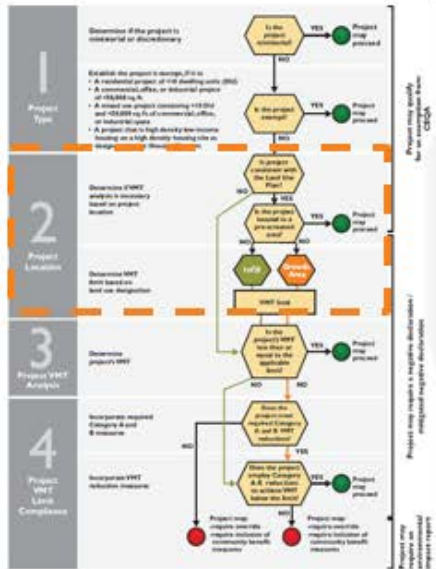
- A residential project of <10 dwelling units (DU)
- A commercial, office, or industrial project of <50,000 sq. ft.
- A mixed use project containing <10 DU and <50,000 sq. ft. of commercial, office, or industrial space
- A project that is high density low-income housing on a high density housing site as designated in the Housing Element





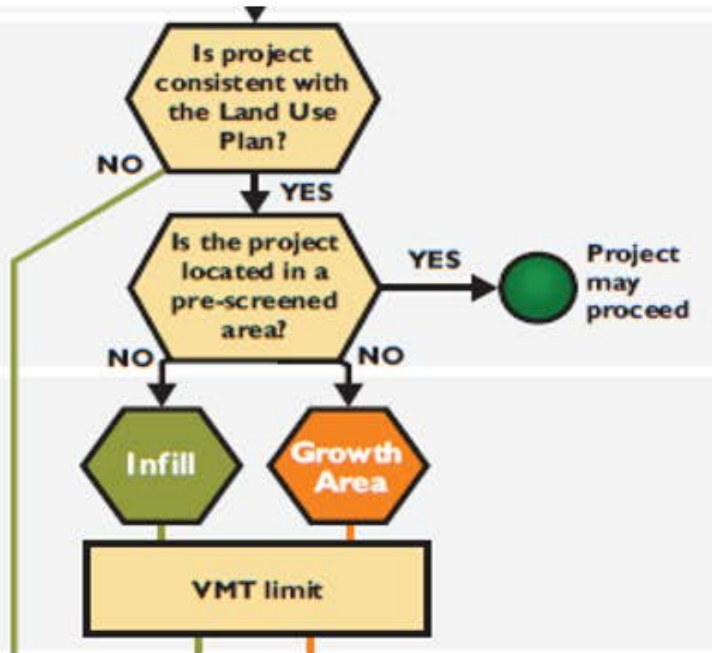
# Review Process for Land Use Projects

## Step 2: Project Location



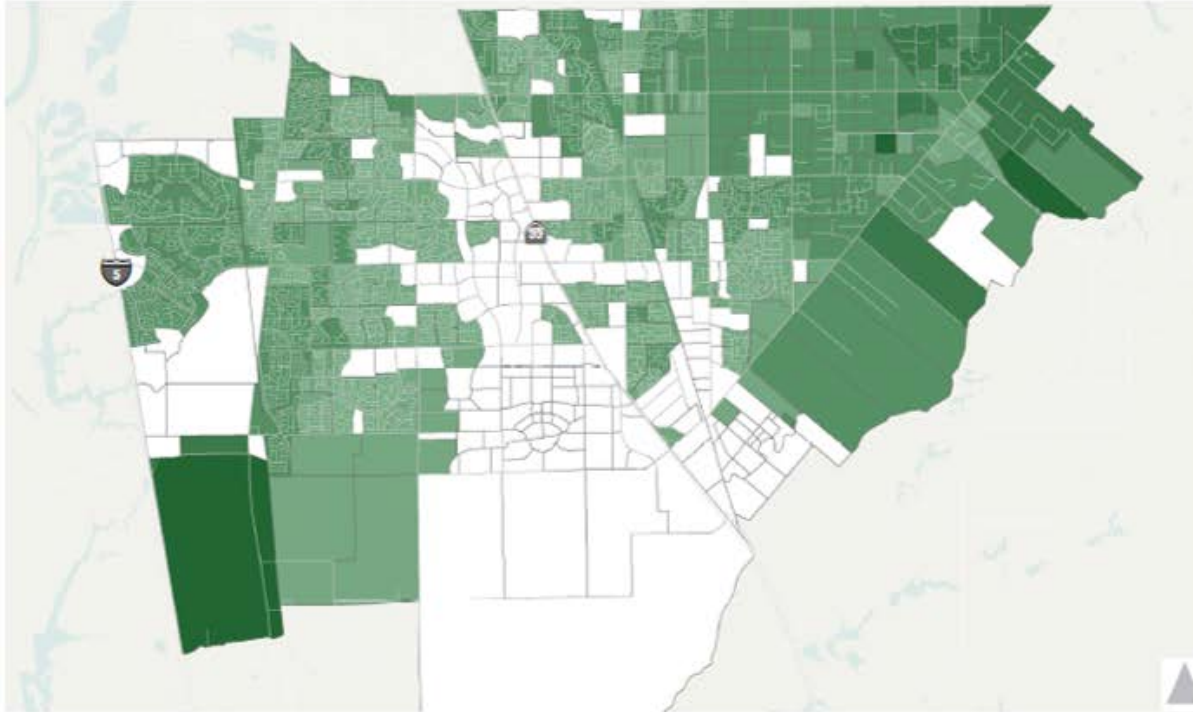
Determine if VMT analysis is necessary based on project location

Determine VMT limit based on land use designation



# Review Process for Land Use Projects

## Step 2: Project Location

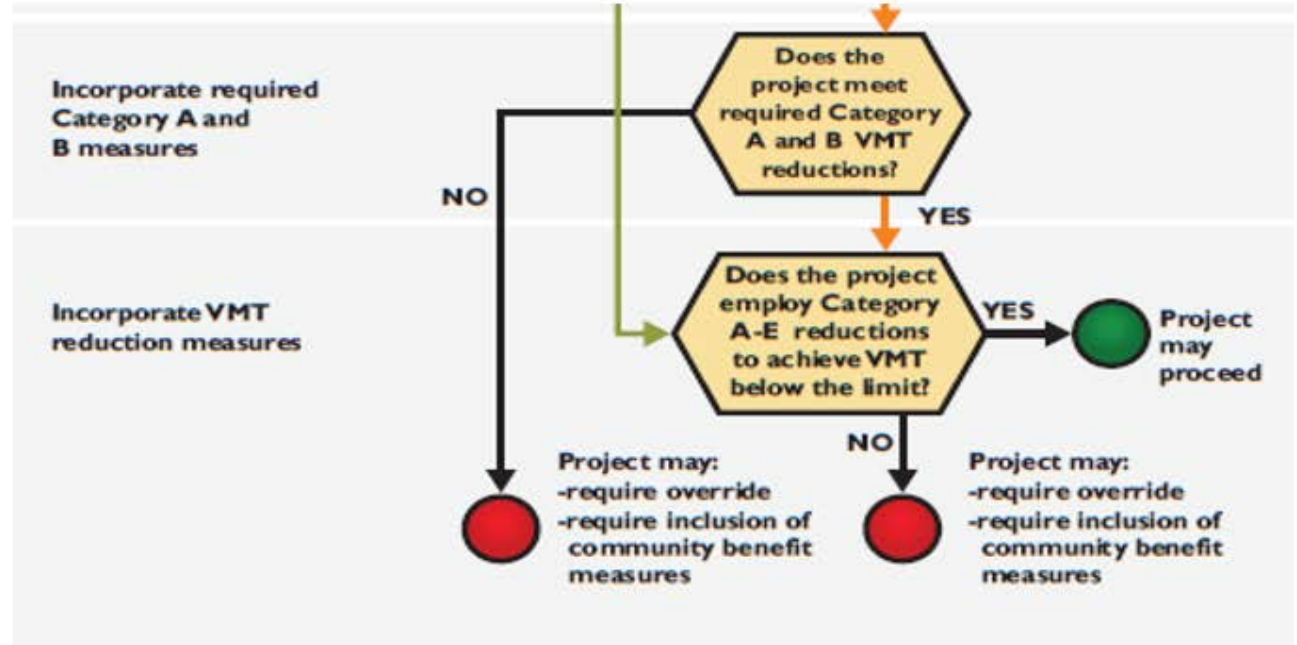
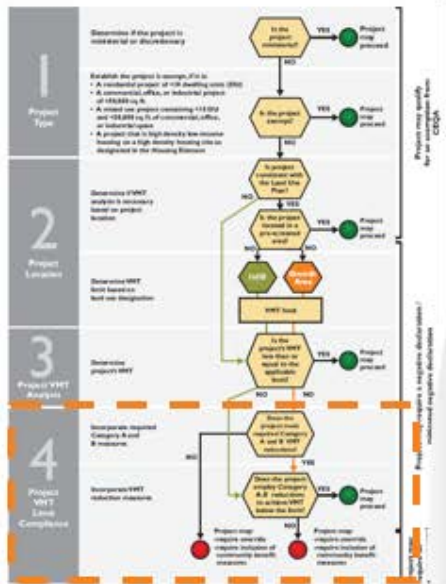


**Pre-screened areas** are shown in white and have been determined to result in 15% or below the average VMT/service population established for the land use designation if developed to the specifications of the Land Use Plan.



# Review Process for Land Use Projects

## Step 4: Incorporate VMT Mitigation Measures



# Review Process for Land Use Projects

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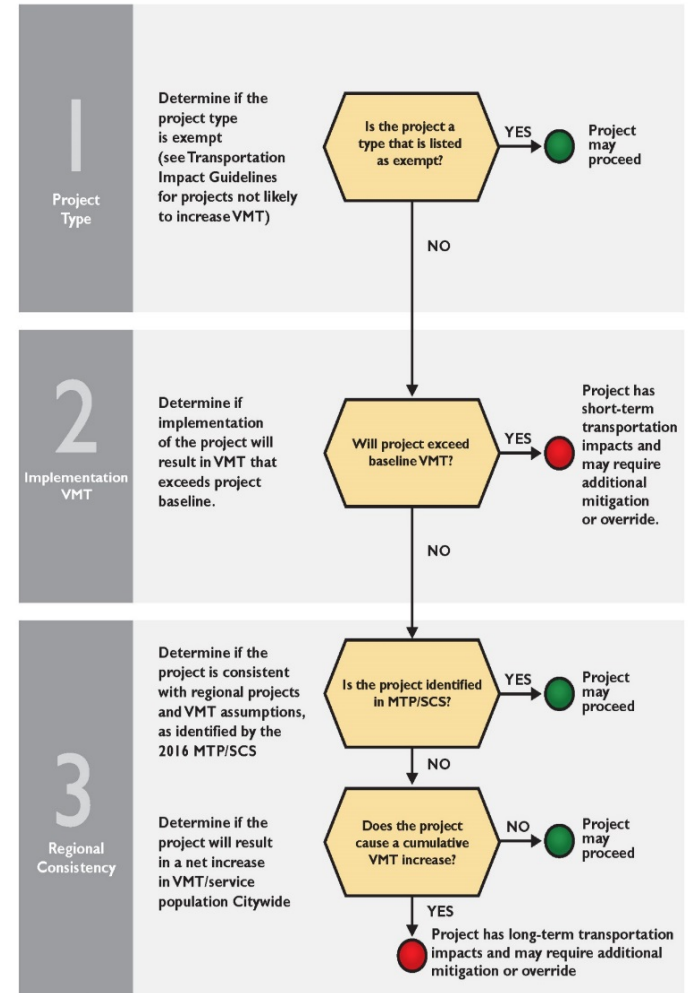
Category	Description
<b>A</b> Land Use/ Location	E.G. density, location, and efficiency; diversity of uses within the project. Also access and proximity to destinations, transit stations
<b>B</b> Site Enhancement	E.G. connection to a pedestrian/bike network; traffic calming; car sharing programs
<b>C</b> Transit System	Improvements to the transit system E.G. service frequency, types of transit, access to stations, station safety and quality
<b>D</b> Commute Trip Reduction <sup>1</sup>	<u>For residential E.G.:</u> transit fare subsidies, rideshare programs, shuttle programs <u>For employer sites E.G.:</u> transit fare subsidies, parking cash-outs, paid parking
<b>E</b> In-Lieu Fee	A fee is levied to provide non-vehicular transportation services

# Review Process for Transportation Projects

The 3-step process for calculating and determining VMT impacts:

## Exemptions:

Projects that would not result in measurable increases in VMT



## Next Steps

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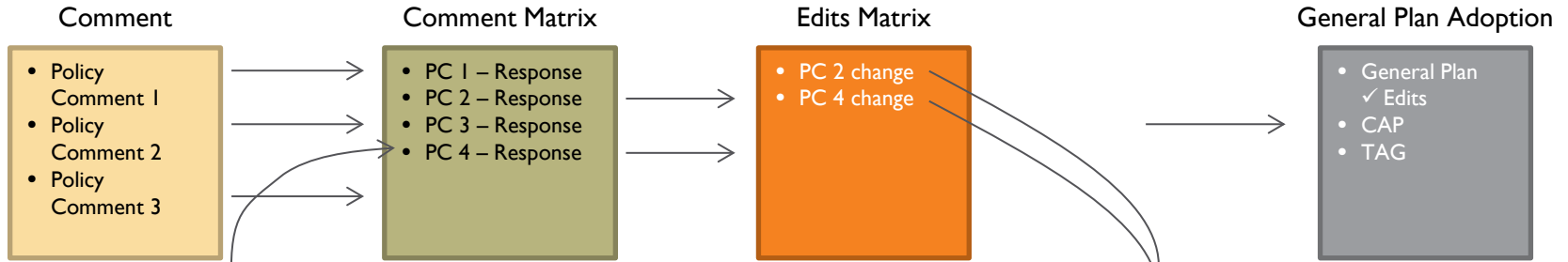
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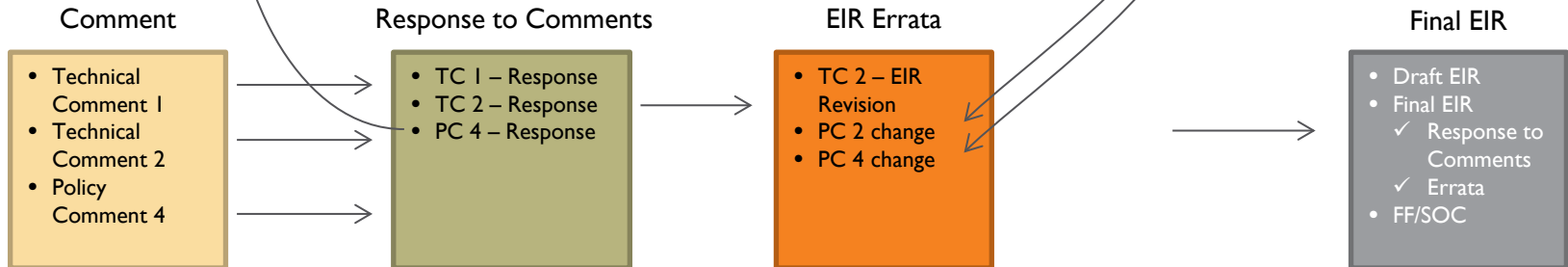


# Addressing Comments

## Policy Documents – GP, CAP, TAG



## Environmental Impact Report





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