




General Plan Amendments


September 7, 2023


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Agenda


- Tonight: Project Introduction
- Continue to Sep 21 for more Q&A
- Additional continuance to October to work with stakeholders


 What changes are included?

 Why are we doing this?

 How does this all work?

 What are the next steps?

 We will start with the “smaller” changes and work our way up to the Livable Employment Area

 Space is set aside for questions at logical breaks in the presentation

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What are the changes? – Part 1



Change in service from e-tran to SacRt



Upcoming ACE/Amtrak services



General Plan Chapter 3 (Packet Pages 138-141)



General Plan Chapter 6 (Packet Pages 184-185)

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What are the changes? – Part 2



Transportation Network Diagram and Roadway Sizing Diagram



General Plan Chapter 3 (Packet Pages 141-143)



Updated the descriptions of the Roadway types



Updated the alignment for the Light Rail/Transit corridor and are showing approximate station locations

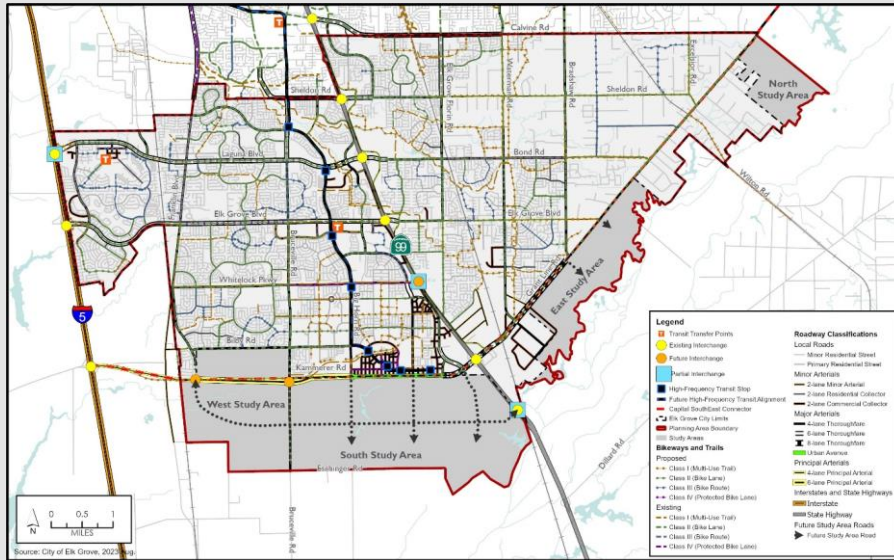


Corrected the sizing of Waterman Road from Elk Grove Boulevard to Elliott Springs Drive

- NOTE: We will discuss the changes that relate to the Livable Employment Area later in the presentation

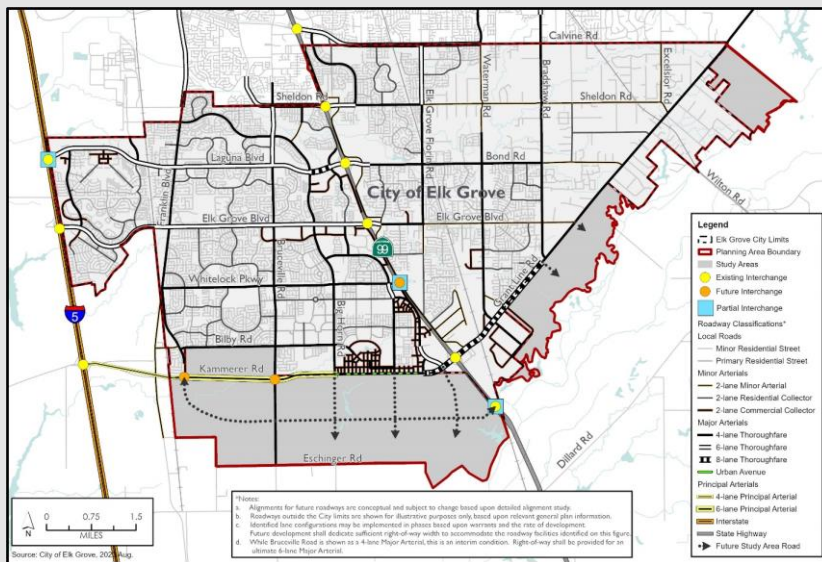
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Transportation Network Diagram



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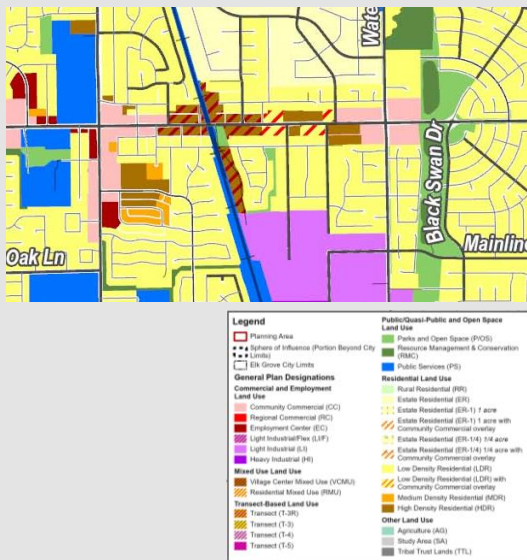
Roadway Sizing Diagram



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What are the changes? – Part 3

- Revisions to land uses in Old Town
- General Plan Chapter 3
- Packet Page 135
- Changes some sites from Community Commercial to Village Center Mixed Use and Residential Mixed Use
- Does not change the restrictions in the Old Town SPA
- Does not affect existing uses



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What are the changes? – Part 4



Background and policies on regional coordination



General Plan Chapter 5



Packet Pages 175-178



Updates into text and policies to align better with regional economic development efforts

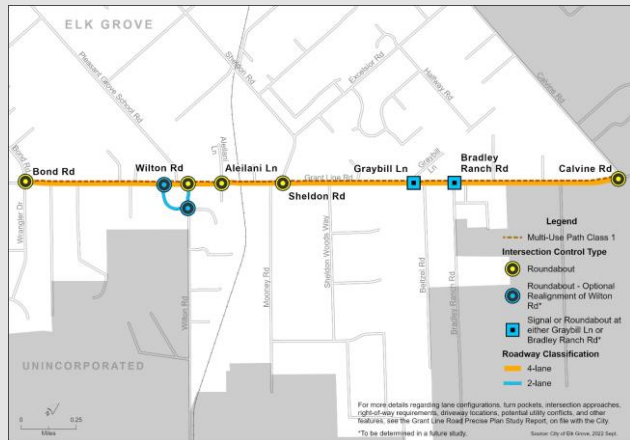


Removes dated language from a prior regional transportation plan that is no longer applicable

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What are the changes? – Part 5

- Grant Line Road Precise Plan
- Adds to the Rural Area Community Plan
- General Plan Chapter 9
- Packet Page 195



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What are the changes? – Part 6

- General Plan EIR Mitigation Measures 5.5.1a & 5.5.1b
- These measures are imposed on subsequent development projects
- Two requirements
 - Cultural Resources
 - Architectural Resources

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Cultural Resources

- Include pre-historic resources, historic-period resources, and “tribal cultural resources”
- Level of investigation would be determined by depth of project excavation and the sensitivity of the site
- Sensitivity is based upon a sensitivity map developed in consultation with Wilton Rnacheria

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Architectural Resources

- Buildings and structures
- Under CEQA, anything 50 years or older may qualify as a resource
- Changes align the mitigation measure with the City’s regulations for determining historical significance (EGMC 7.00, Historic Preservation)

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Before we move on...

Any questions at this time?



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What are the changes? – Part 7



Updates to the City's
Traffic Model and Vehicle
Miles Traveled Thresholds

General Plan Chapter 6
Packet Pages 180-182



Updates to the City's
Transportation Analysis
Guidelines

Packet Pages 208-272

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Background: The City's Traffic Model

- The City uses a traffic model to understand how people and goods move around the City
- The model takes many inputs and develops a simulation of the City
- Inputs include:
 - Land uses (location, dwelling units, jobs)
 - Roadway network (location and size)
 - Existing travel patterns (traffic counts, time of travel, household survey information)

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Background: The City's Traffic Model

- The model is first developed at the regional level by the Sacramento Area Council of Governments (SACOG)
- Updated every ~4 years as part of the regional transportation plan update
- The 2019 General Plan is based upon the 2015 regional model (SACSIM15/EGSIM17)
- A newer regional model was established in 2020 (SACSIM19/EGSIM20)

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Updating the Traffic Model

- Beneficial to be on the latest regional model
 - Regional land uses
 - Latest planned transportation projects
 - These things impact the outputs of the model
- Important for planning and environmental review processes
 - Analysis needs to utilize the latest plans and projects

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How do we use the Traffic Model?

- Understand trip patterns and dynamics in two ways:
 - Identify needed roadway sizing for segments and intersections
 - Distances people travel for goods/services, jobs, and other activities > Vehicle Miles Traveled (VMT)

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Why do we care about VMT?

- Senate Bill 743 and State CEQA Guidelines
- Congestion **is not** a CEQA impact
- VMT **is** a CEQA impact

- State intent:
 - Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act
 - More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions

The further people drive, the more impact there is on the environment

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VMT Thresholds

- In the 2019 General Plan, we established VMT Thresholds
- These are the “yardstick” we use to determine if a project has a significant impact
- Based upon State guidelines, the thresholds are at a 15% reduction from the peak VMT
- We measure VMT in two ways:
 - At the land use designation level
 - At the cumulative (total VMT) by geographic area

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Current VMT Thresholds

Land Use

TABLE 6-1:
VEHICLE MILES TRAVELED LIMITS BY LAND USE DESIGNATION

LAND USE DESIGNATION	VMT LIMIT (DAILY PER SERVICE POPULATION)
COMMERCIAL AND EMPLOYMENT LAND USE DESIGNATIONS	
Community Commercial	41.6
Regional Commercial	44.3
Employment Center	47.1
Light Industrial/Flex	24.5
Light Industrial	24.5
Heavy Industrial	39.5
MIXED USE LAND USE DESIGNATIONS	
Village Center Mixed Use	41.6
Residential Mixed Use	21.2
PUBLIC/QUASI PUBLIC AND OPEN SPACE LAND USE DESIGNATIONS	
Parks and Open Space*	0.0
Resource Management and Conservation*	0.0
Public Services	53.1
RESIDENTIAL LAND USE DESIGNATIONS	
Rural Residential	34.7
Estate Residential	49.2
Low Density Residential	21.2
Medium Density Residential	20.9
High Density Residential	20.6
OTHER LAND USE DESIGNATIONS	
Agriculture	34.7

Notes:

a. These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.

Cumulative

- (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**.

TABLE 6-2:
STUDY AREA TOTAL VEHICLE MILES TRAVELED DAILY LIMITS

STUDY AREA	VMT LIMIT (TOTAL VMT AT BUILDOUT)
North Study Area	37,622
East Study Area	420,612
South Study Area	1,311,107
West Study Area	705,243

So...

- We need to move to the latest model
- The City is working on land use changes
- This was an opportunity to integrate these two activities together

Outcomes

- New VMT Thresholds
- General Plan Chapter 6
- Packet Pages 180-182
- Based upon the new model
- **The thresholds are not comparable between the two models**
- They look at different things (land use and transportation) and the underlying model tech is improved

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Outcomes

Land Use

Table 6-1:
Vehicle Miles Traveled Limits by Land Use Designation

LAND USE DESIGNATION	VMT LIMIT (DAILY PER SERVICE POPULATION)
COMMERCIAL AND EMPLOYMENT LAND USE DESIGNATIONS	
Community Commercial (CC)	44.6 29.4
Regional Commercial (RC)	44.3 29.4
Employment Center (EC)	47.4 19.3
Light Industrial/Flex (L/IFX)	24.5 24.2
Light Industrial (LI)	24.5 24.2
Heavy Industrial (HI)	39.6 23.4
MIXED USE LAND USE DESIGNATIONS	
Mixed Use Village Center (VCMU)	44.6 19.3
Residential Mixed Use (RMU)	24.2 19.4
TRANSECT-BASED LAND USE DESIGNATIONS	
General Neighborhood Residential (T3-R)	20.1
Neighborhood Center Low (T3)	21.4
Neighborhood Center Medium (T4)	20.9
Neighborhood Center High (T5)	18.6
PUBLIC/QUASI-PUBLIC AND OPEN SPACE LAND USE DESIGNATION	
Parks and Open Space (P/OS)*	0.0 n/a ¹
Resource Management and Conservation (RMC)*	0.0 n/a ¹
Public Services (PS)	53.4 n/a ¹
RESIDENTIAL LAND USE DESIGNATIONS	
Rural Residential (RR)	34.2 24.9
Estate Residential (ER)	49.2 22.3
Low Density Residential (LDR)	24.2 20.2
Medium Density Residential (MDR)	20.9 17.9
High Density Residential (HDR)	20.6 18.6
OTHER LAND USE DESIGNATIONS	
Agriculture (AG)	34.2 25.2
Study Areas	n/a ²
Tribeal Trust Lands	n/a ³

Notes:
 1. These land use designations are not anticipated to produce substantial VMT, as they have no residents and few to no employees. These land use designations therefore have no limit and are exempt from analysis.
 2. Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim "Study Area" designation.
 3. Tribeal Trust Lands are exempt from VMT analysis as they are not subject to City policy.

Cumulative

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 8,039,802** 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.

Table 6-2:
Study Area Total Vehicle Miles Traveled Daily Limits

STUDY AREA	VMT LIMIT (TOTAL VMT AT BUILDOUT)
North Study Area	37,622-27,132
East Study Area	420,642 574,028
South Study Area	4,344,107 1,796,671
West Study Area	795,243 751,049

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Before we move on...

Any questions at this time?



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What are the changes? – Part 8

- New Livable Employment Area (LEA) Community Plan and associated changes
- General Plan Chapters 3, 4, and 9
- New Transect Land Use Designations
 - Update to the General Plan land use diagram
 - Update to the South and West Study Areas
 - Modification to SEPA Community Plan
 - New LEA Community Plan

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Background

- **2003 General Plan**

- Identified need for employment center(s) in the City
- Identified the Southeast Policy Area as the place for this
- Desire to reduce commuting, improve the jobs-housing ratio of the City

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Background

- **2011-2014: SEPA Strategic Plan**

- City initiated effort
- Master planning and zoning for 1,200 acres, including a business park
- Approach followed traditional business park models of the 1970s-1990s



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Background

- **Policy SEPA-5-3**
- Limits land plan change that affect employment uses
 - Employment may be moved with a 4/5th vote
 - Reductions in employment land is not allowed

Policy SEPA-5-3: Include sufficient land in the land plan for employment-generating uses that significantly contribute to the City's employment base.

Standard SEPA-5-3.a: Amendments to the land plan affecting employment-generating land (e.g., office, light industrial/flex) shall:

- Not result in a reduction of acreage for employment-generating land from that provided at initial adoption in July 2014; and
- Be located on a site or sites with equal or higher development potential (e.g., along arterials, collectors, and/or transit corridors; land configuration and size allow for efficient and practical development); and
- Require a super-majority (4/5) vote of the City Council to approve.

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Background

- **2014-2019: Marketing efforts**
- **2018-2019: Changing Trends**
 - Developers looking for traditional office are finding it elsewhere in the region with a lower barrier of entry
 - Nothing about SEPA differentiates it in the market
 - Employers are looking for different
 - Example: Amazon HQ2

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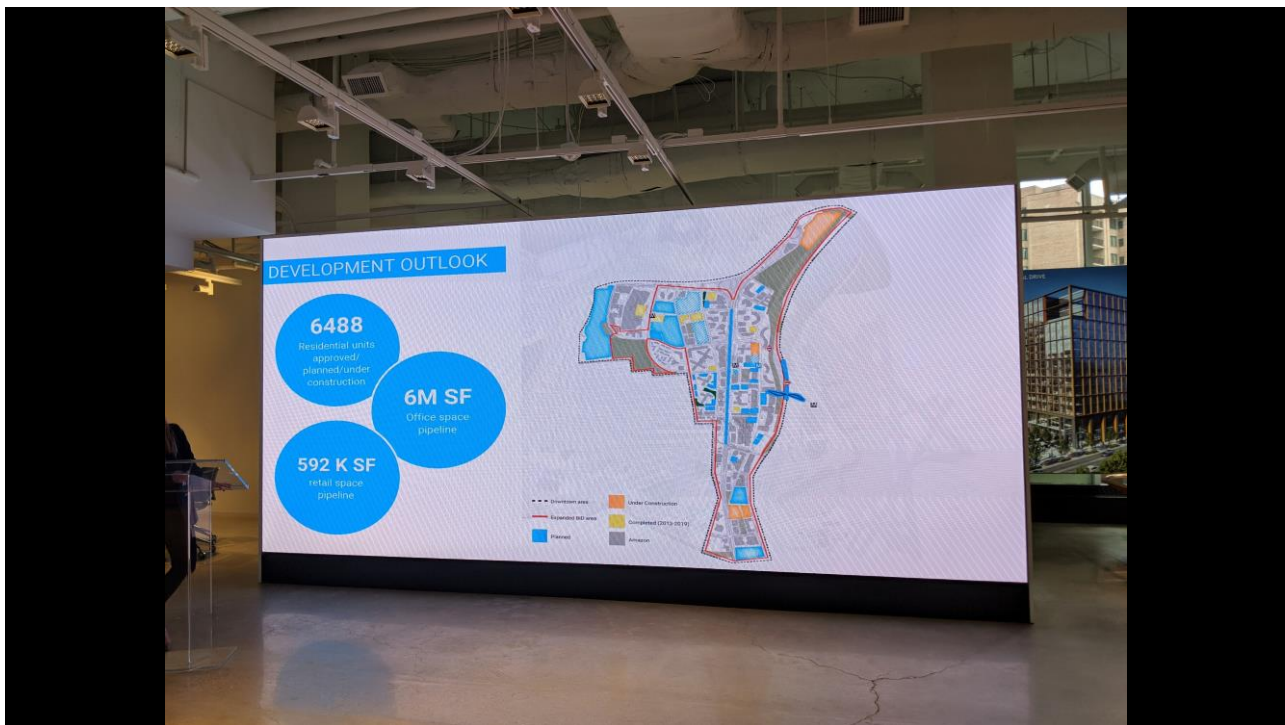
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Background

- **2019: Other changes issues to consider**
 - The Mall is gone > Casino development
 - Retail demand is changing
 - Presence along Kammerer Road
 - Knitting both sides of Kammerer together

- **2019: City Council Retreat**
 - Council direction to investigate a different plan for SEPA business parks, Lent Ranch, and development south of Kammerer Road
 - Create a more urban-style development pattern along the corridor

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Kammerer Road Urban Design Study



Kammerer Road Urban Design Strategies Elk Grove, California

February 2021



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The Evolution of the Workplace

20TH CENTURY Drivable Employment Centers

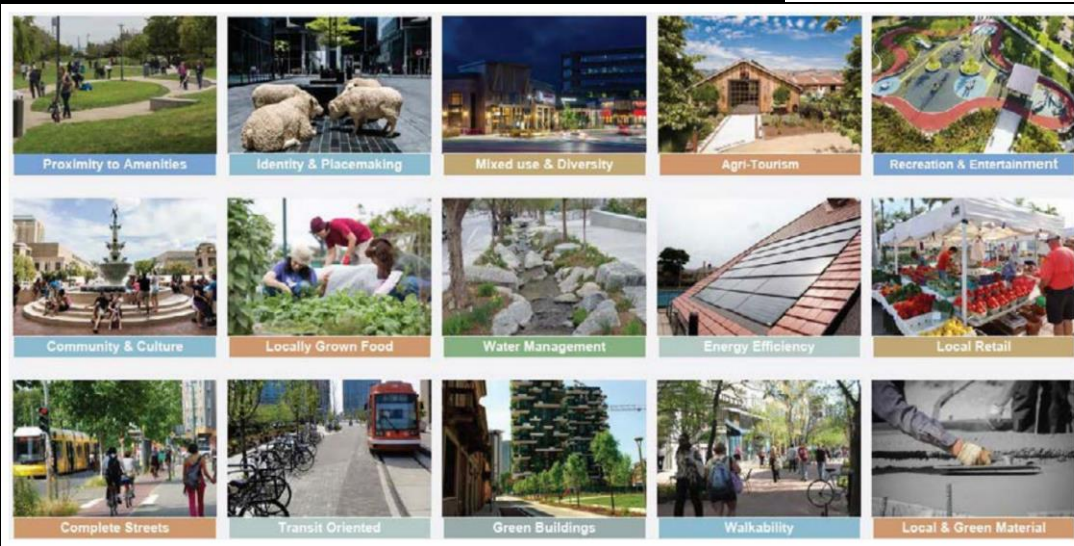
21ST CENTURY Walkable Employment Centers



Kammerer Road Urban Design Study | Presentation DRAFT | January 2020 | Page 1

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Triple Bottom Line Approach



Key Principles

- Mix of Uses
- Pedestrian Oriented Streetscape
- Multi-Modal



Key Principles

- Great Streets – Economic Value
- Pedestrian connectivity



Key Principles

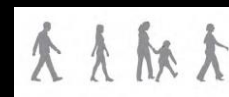
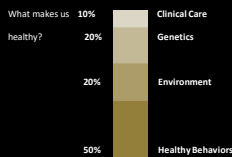
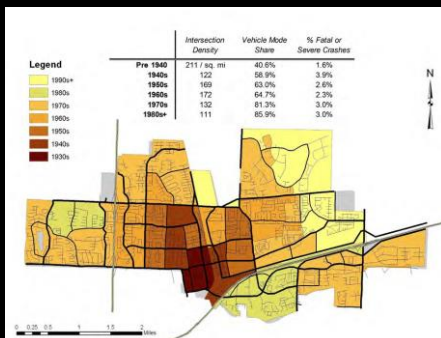
- Make Great Places



What makes a place Walkable

INTERSECTION DENSITY & HEALTHY COMMUNITIES

California City Safety Comparison

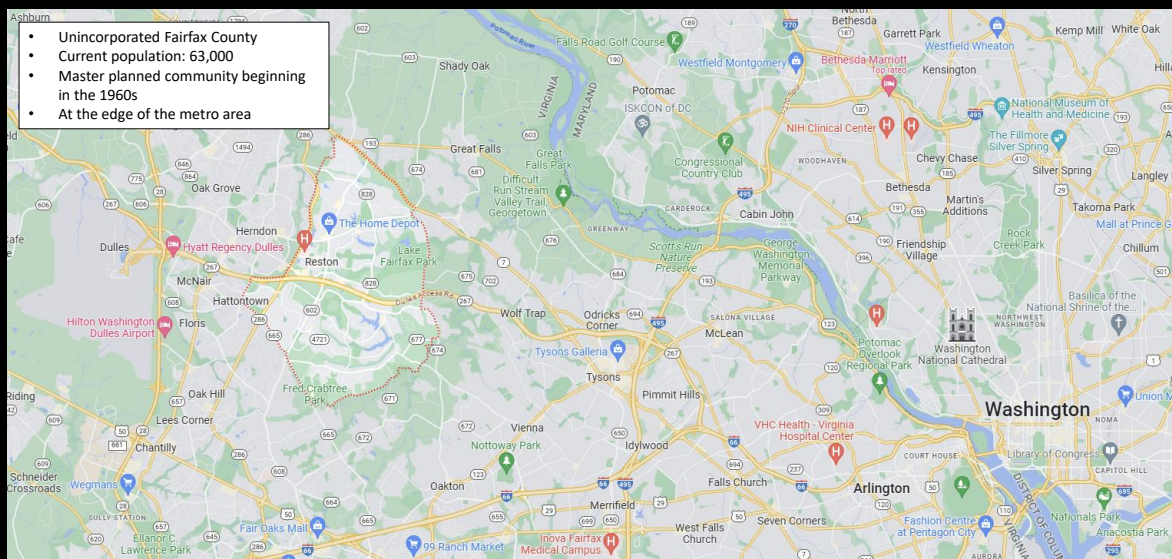


COMPACT WALKABLE MIXED-USE PLACES ARE HEALTHIER

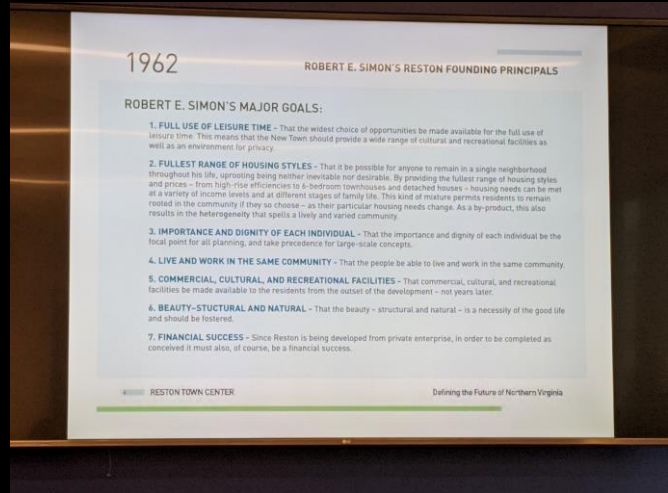
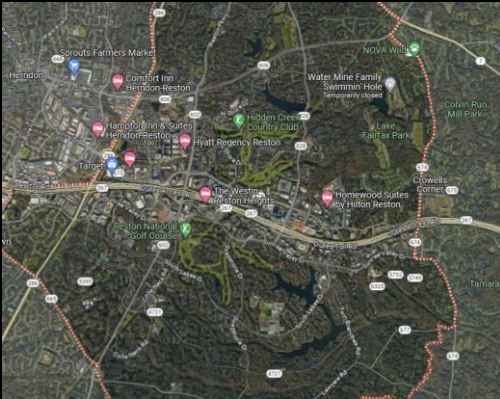


Reston, Virginia

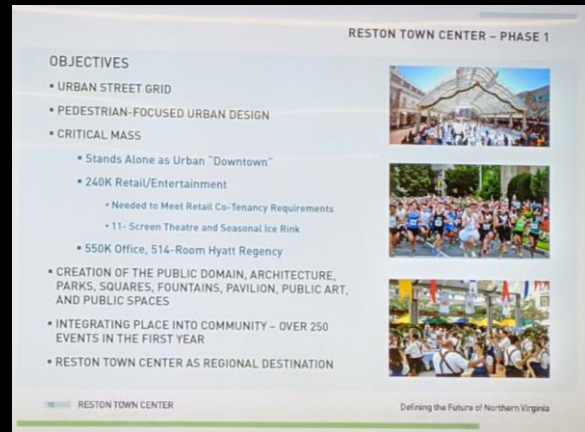
- Unincorporated Fairfax County
- Current population: 63,000
- Master planned community beginning in the 1960s
- At the edge of the metro area



Reston, Virginia



Reston Town Center



Reston Town Center



TORTI GALLAS + PARTNERS



Reston Town Center



TORTI GALLAS + PARTNERS



Reston Town Center

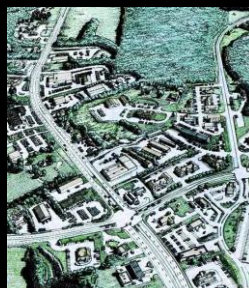
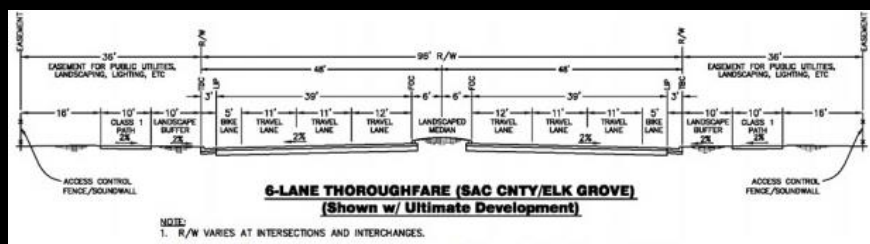


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JPA-Approved Kammerer Road Section



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The Multiway Boulevard Alternative



Octavia Boulevard – San Francisco



Octavia Boulevard – San Francisco



El Camino Real, one-sided – Milbrae, CA



The Esplanade – Chico, CA

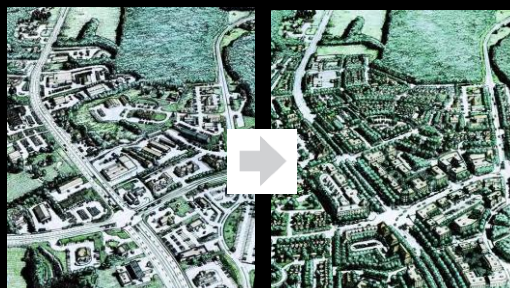
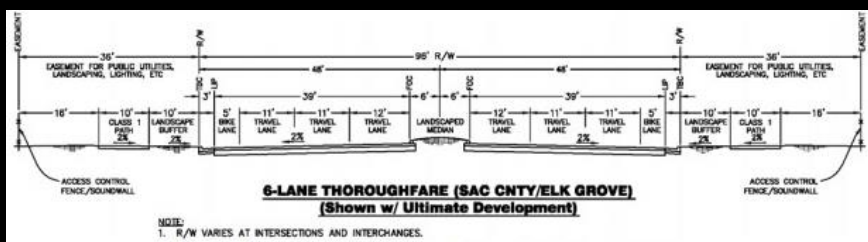


The Esplanade – Chico, CA

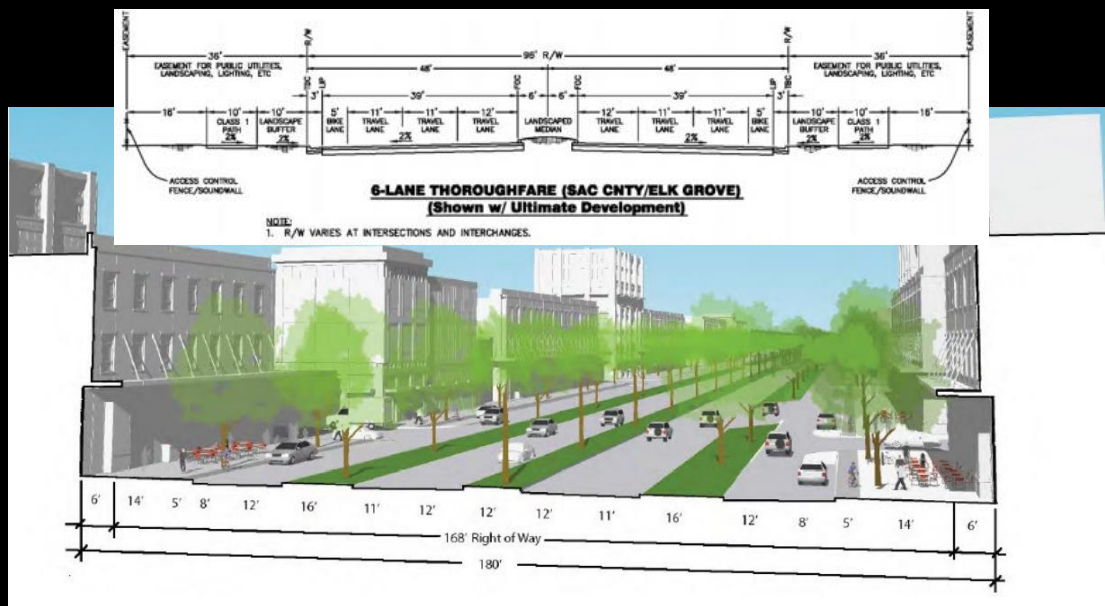


The Esplanade – Chico, CA

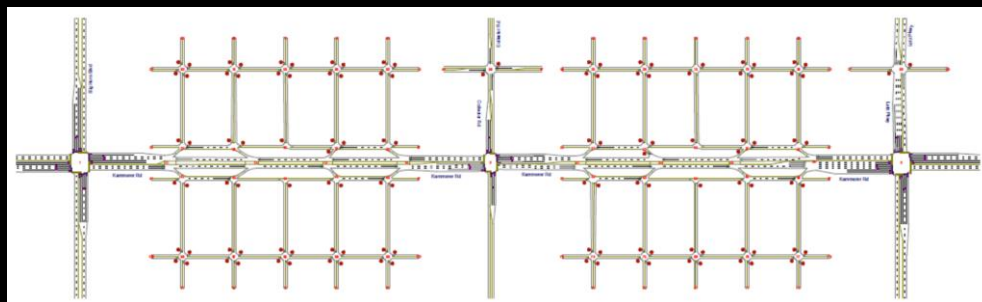
Proposed Kammerer Road Section



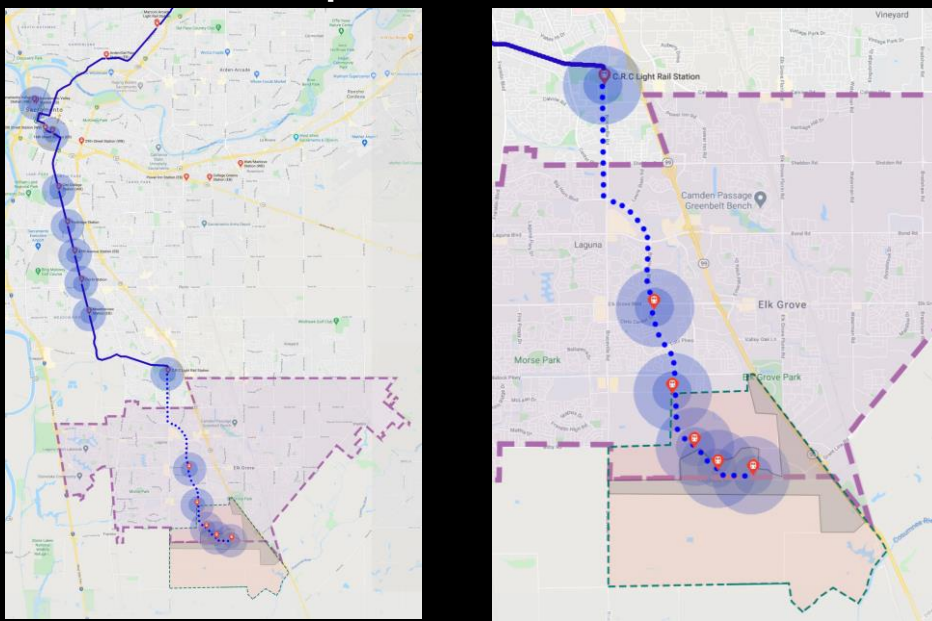
Proposed Alternative Kammerer Road Section



Corridor Concept



Possible Train Stops

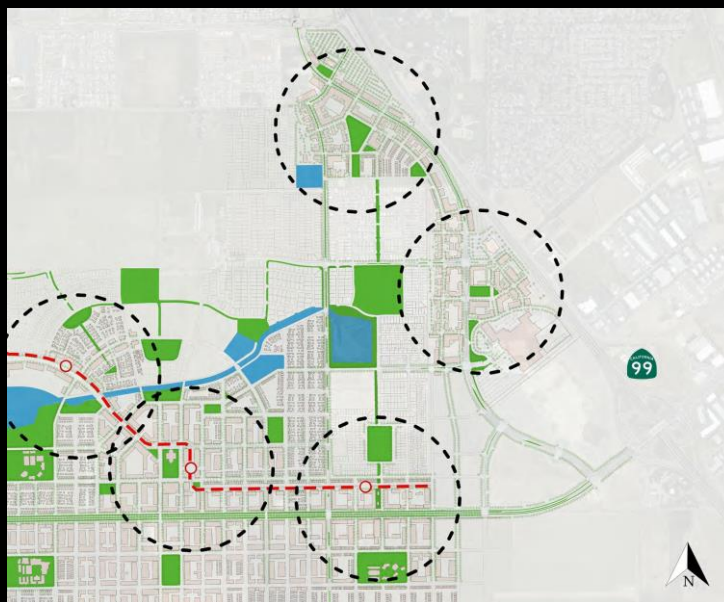


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Train Stops and Other Centers

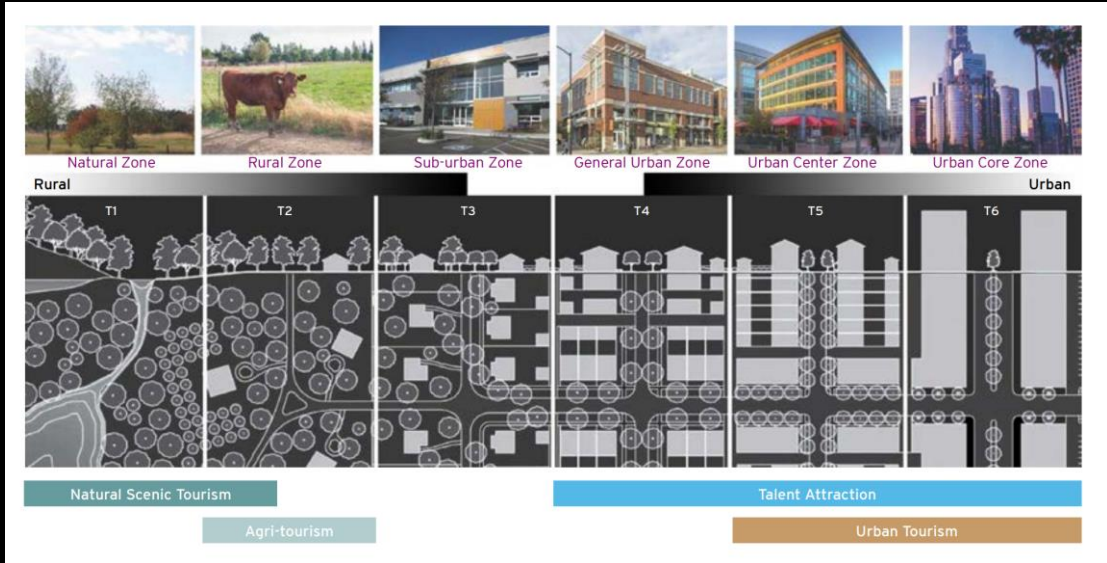


TORTI GALLAS + PARTNERS

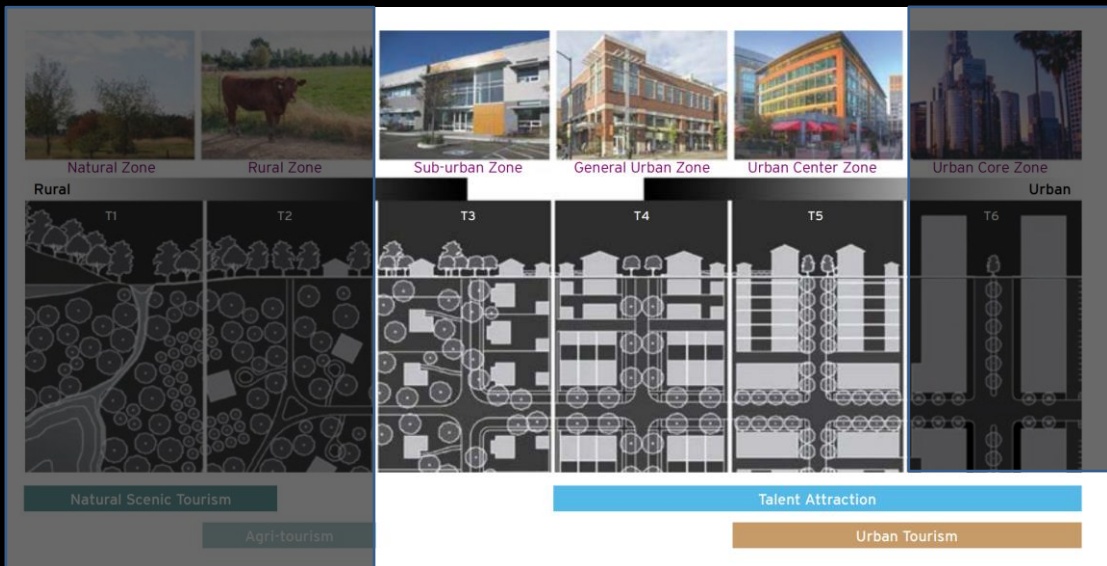


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Transect of Urbanism



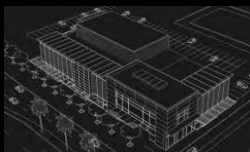
Transect of Urbanism



Building Types



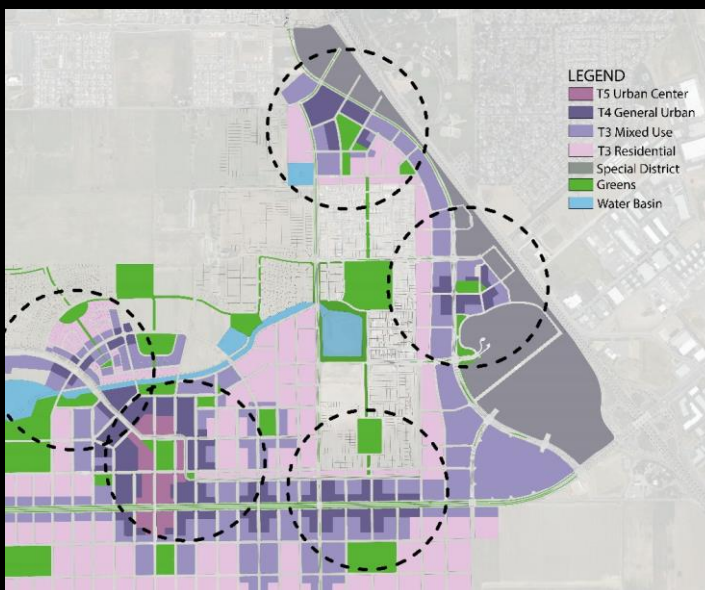
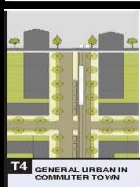
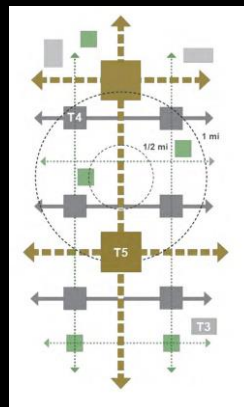
TYPE T3
 Low Density low rise
 individual building
 commercial
 may include retail
 surface Parking lot (front)
 may include store front



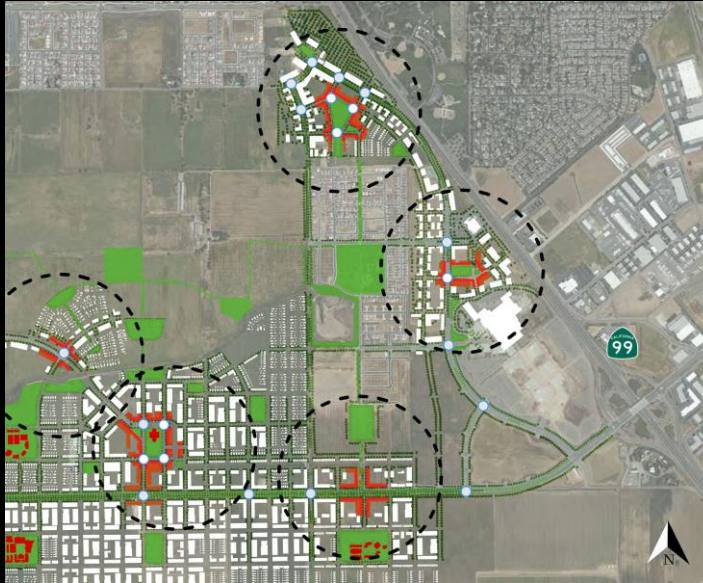
TYPE T4
 Med Density low rise
 commercial & retail may
 include residential
 surface Parking lot (back)
 facing public realm
 may include store front



TYPE T5
 Med Density mid rise
 mixed use
 may include residential & recreational
 Parking structure
 facing public realm
 store front
 lower building footprint



Conceptual Development Expression



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CITY OF ELK GROVE
PROUD HERITAGE. BRIGHT FUTURE.

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City Council Direction

- February 2021
 - Support the direction
 - Desire the creation of this mixed use, urban place
 - Recognize the long-term development potential
 - Directed staff to proceed with the General Plan Amendments and Zoning Work

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Livable Employment Area Community Plan (LEA)

- A new Community Plan
- Part of the General Plan
- Replaces portions of SEPA, Sterling Meadows, and Lent Ranch
- Expresses application to future annexation projects to the south
- Provides the policy basis and fundamental guidelines for the urban development desired by the City

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LEA Vision

- Create a physical environment that supports the growth of 21st century employment opportunities
- A walkable, exciting, vibrant community with great quality-of-life amenities that will attract and retain the best and the brightest

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LEA Guiding Principles

- Urban Design
 - Create neighborhoods with distinct and differentiated centers
 - Encourage mixed-use development patterns
 - Emphasize place-making by coordinating the public and private realms
 - Walkable block structures
- Land Use
 - A mix of places to work, live, learn, shop and play – all within a walkable area

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LEA Guiding Principles

- Circulation
 - Integrate transit, especially light rail
 - Kammerer Road as an Urban Avenue
 - Connect Kammerer Road to an adjacent street grid that features an interconnected pattern of neighborhood streets and walkable blocks
 - Ensure that intersection density achieves at least 150 intersections per square mile
 - Provide links to larger regional trail and bicycle networks
 - Designated Bike Lanes

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LEA Guiding Principles

- Environmental Sensitivity
 - Incorporate the latest in blue/green infrastructure
 - Implement the latest CalGreen Building Code requirements
 - Emphasize the importance of natural daylighting in new construction
- Contextual Compatibility
 - Recognizes the right of existing uses to continue in the near-term and to minimize impacts until they are ready to convert to urban uses
 - Provide for connectivity of roadways, pedestrian and bicycle access, and recreation facilities between the Plan Area and adjoining development

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LEA Goals

- **LEA-1: The Development Of Four Mixed-use Pedestrian-friendly Centers**
 - Kammerer Road as an Urban Avenue
 - A grid of streets
 - Ultimate block sizes
 - Phasing of development over time
 - Complete streets and pedestrian comfort

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LEA Goals

- **LEA-2: Livable Employment Area Development**
 - Establish new zoning regulations
 - The 4 centers



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LEA Policies

- **LEA-3: Parking is “Right-Sized” for Future Requirements**
 - Utilize TDM strategies to reduce parking demand
 - Minimize off-street parking requirements
 - In denser areas, promote the (ultimate) conversion of parking into parking structures

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LEA Policies

- **LEA-4: A Healthy and Safe Community**
 - Mid-block crossings
 - Intersection design to reduce pedestrian crossing distances
 - Implement Crime Prevention through Environmental Design (CPTED) principles
 - School locations promote walking
 - Bicycle infrastructure

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LEA Policies

- **LEA-5: A Network Of Parks And Open Spaces Integrated Into The Development Area**
 - Centers include public gathering spaces
 - Provide playgrounds throughout the plan
 - Parks designed for all ages

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Transect Districts

General Neighborhood Residential (T3-R) Development Characteristics	
Residential Density:	Minimum: 10.0 du/ac Maximum: 20.0 du/ac
Building Intensity:	Maximum FAR of 1.0

General Neighborhood Residential (T3-R)
General Neighborhood uses are generally characterized by small-lot single-family residential development (attached or detached), duplexes, townhomes, and small apartment buildings, but may also include small live-work spaces, home-offices or workspaces, and bed and breakfast inns. Limited amounts of local serving retail and small office structures, particularly at intersections are also permitted. Buildings are typically not taller than 3 stories and are surface parked (on the side or rear of the lot), though additional height may be allowed through zoning provisions.

Neighborhood Center Low (T3) Development Characteristics	
Residential Density:	Minimum: 14.0 du/ac Maximum: 30.0 du/ac
Building Intensity:	Maximum FAR of 2.0

Neighborhood Center Low (T3)
Neighborhood Center Low includes similar uses and densities as T3-R, however, a mix of uses is permitted throughout, with no preference provided for residential uses. Buildings are typically not taller than 3 stories and are surface parked (on the side or rear of the lot), though additional height may be allowed through zoning provisions.

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Transect Districts

Neighborhood Center Medium (T4) Development Characteristics	
Residential Density:	Minimum: 20.0 du/ac Maximum: 40.0 du/ac
Building Intensity:	Maximum FAR of 5.0

Neighborhood Center Medium (T4)
Neighborhood Center Medium uses are generally characterized by a diverse mix of uses residential and commercial uses at higher intensities than T3. Residential building types generally include townhomes and urban apartment buildings, as well as live-work spaces. Retail, hotel, and office uses are permitted. Buildings are typically not taller than 5 stories (though additional height may be allowed through zoning provisions) and may have a mix of garage and or surface parking in the rear of the lot or the middle of the block, screened from view.

Neighborhood Center High (T5) Development Characteristics	
Residential Density:	Minimum: 40.0 du/ac Maximum: 100.0 du/ac
Building Intensity:	Maximum FAR of 7.0

Neighborhood Center High (T5)
Neighborhood Center High includes a diverse mix of uses at higher intensities than T4. Many individual buildings may have a mix of uses. Residential building types generally include apartment buildings as well as live-work spaces. Retail and Office uses as are hotels. Buildings are typically not taller than 7 stories (though additional height may be allowed through zoning provisions) and will have parking in garages that are screened from view or below ground. Development within the T5 designation is oriented around and accessible by transit services.

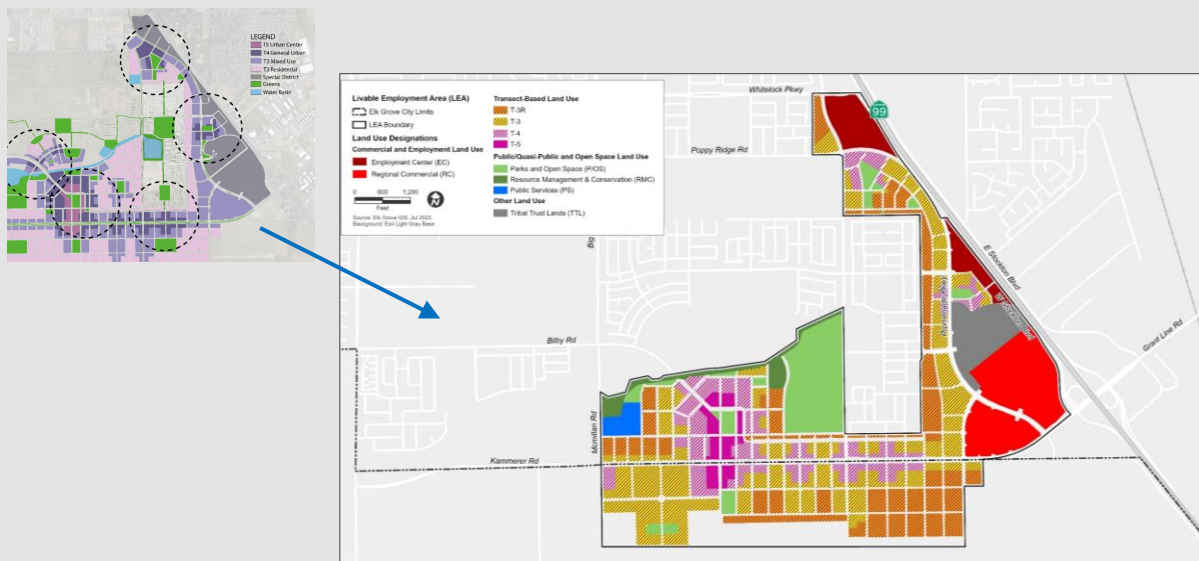
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Why These Densities/Intensities?

- Neighborhood walkability
- Transit extension opportunity
- Address “missing middle” housing

77

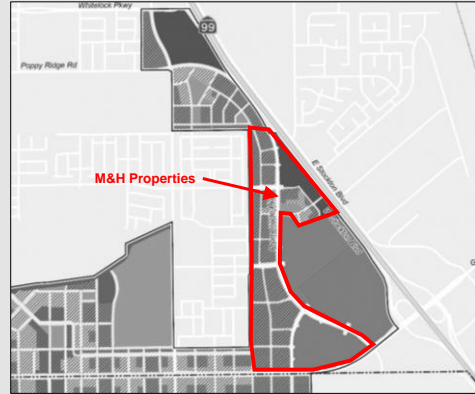
Livable Employment Area Community Plan



78

Items to Flag

- M&H Properties
 - Development Agreement until 2025
 - New land uses not enforceable until DA expires



79

Items to Flag

- Senate Bill 330 (Government Code Section 66300)
 - Intended to increase residential unit development and protect existing housing inventory
 - Prohibits a jurisdiction from downsizing property for housing unless the jurisdiction “concurrently” up-zones other property to increase enough permitted density and makes sure there is no net loss in residential capacity city-wide
 - The proposed changes convert from employment to mixed use (allows residential)
 - Future changes may require concurrent up-zoning in other areas to make up the difference

Law effective until
January 2034

80

Before we move on...

Any questions at this time?



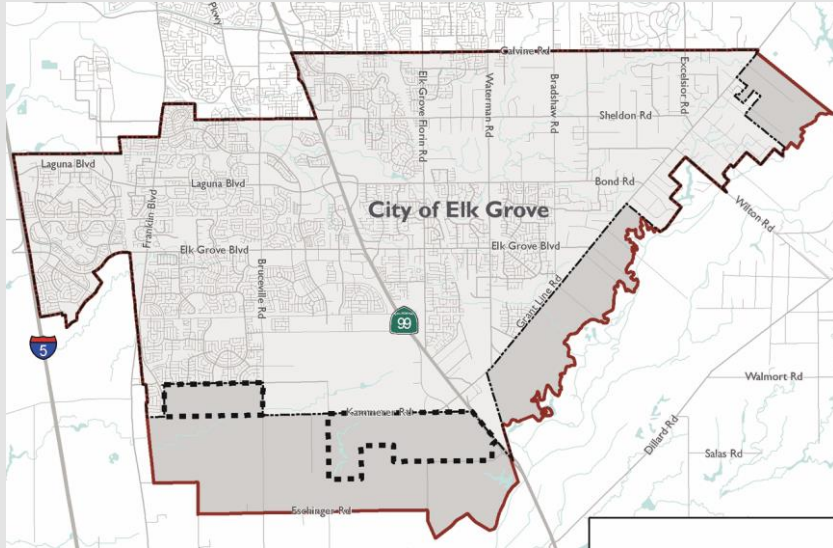
81

Items to Flag

- Annexation Projects

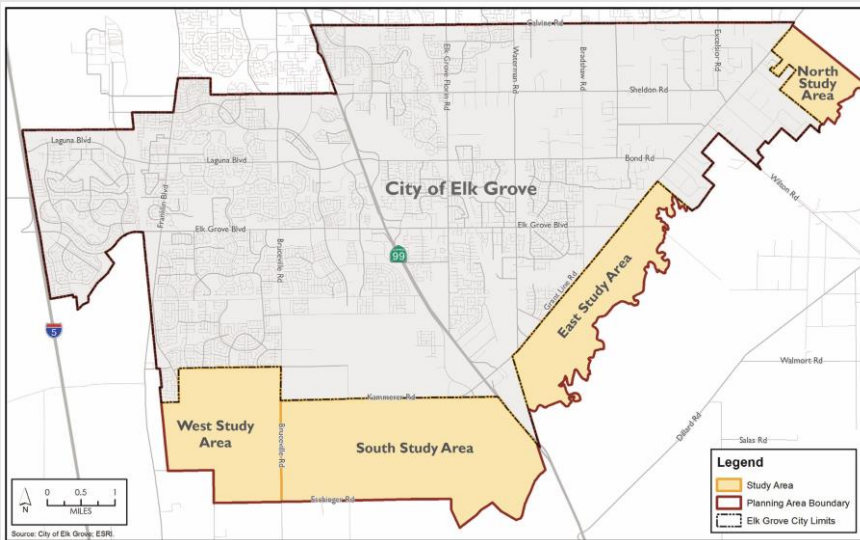
82

General Plan Planning Area



83

Study Areas



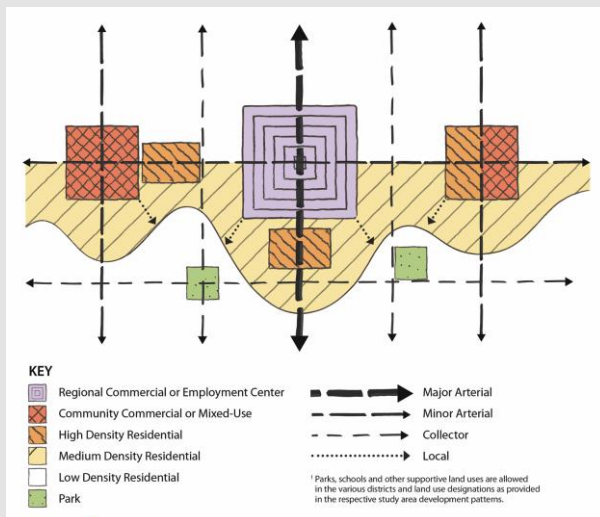
84

Direction During General Plan Development

- Explore land use assumptions for each study area
- Assumptions to be expressed through “programmatic concepts” supported by a number of “design principles”
- Do not require master planning for an entire study area before annexation is proposed
- Allow individual properties within a larger Study Area to annex in a phased manner
- Develop evaluation criteria for expansion proposals

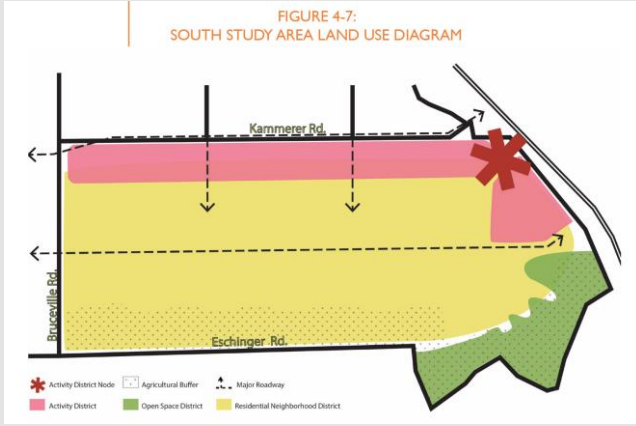
85

Study Area Organizing Concept



86

South Study Area (2019)



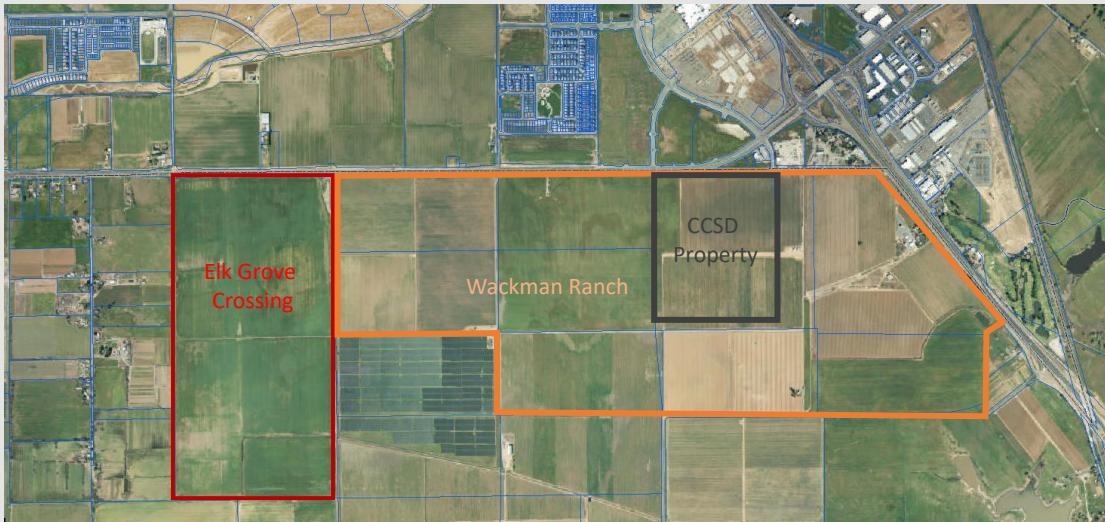
**TABLE 4.3:
SOUTH STUDY AREA LAND USE DISTRICT PROGRAM STANDARDS**

LAND USE DISTRICT	DESIGNATIONS ALLOWED IN DISTRICTS	DESIRED LAND USE RANGE (GROSS ACREAGE BASIS) ^{1,2}	
Activity District	Community Commercial (CC)	3%–8%	110 – 295 acres
	Regional Commercial (RC)		180 – 370 acres
	Employment Center (EC)	5%–10%	
	Light Industrial/Flex (LI/F)		110 – 295 acres
	Light Industrial (LI)	3%–8%	
	Heavy Industrial (HI)		
	Residential Mixed Use (RMU)	1%–5%	35 – 185 acres
	Village Mixed Use		
	High Density Residential (HDR)	1%–3% or as needed to meet RHNA	35 – 110 acres
	Public Services (PS)	1%–3% or as needed to support land uses	35 – 110 acres
Residential Neighborhood District	Community Commercial (CC)	3%–8%	35 – 185 acres
	Rural Residential (RR)		1,650 – 1,840 acres
	Estate Residential (ER)	45%–50%	
	Low Density Residential (LDR)		
	Medium Density Residential (MDR)	8%–13% or as needed to meet RHNA	295 – 480 acres
	High Density Residential (HDR)		
	Residential Mixed Use (RMU)		
Open Space/Conservation District	Park and Open Space (P/OS)	5%–10% or as needed to support land uses	185 – 370 acres
	Public Services (PS)	1%–3% or as needed to support land uses	35 – 110 acres
	Resource Management and Conservation (RMC)	3%–8% or as needed to meet resource conservation standards and/or to provide floodplain buffer	110 – 295 acres
	Public Services (PS)	1%–3% or as needed to support land uses	35 – 110 acres

Note:
 1. Land use designations shall occur within the percentage range as listed. For those land uses with a percent range listed "or as needed," if an amount more than the stated range is required in order to achieve the necessary amount of parks or other public services needed to serve the development, an increased higher density housing to comply with the City's RHNA, the other land use percentages shall be adjusted, as determined by the City Council, in order to achieve the development pattern for this study area.
 2. Average range provided is based upon the gross acreage of the study area and the percent range listed. Where a discrepancy occurs between the two, the percentage shall control.

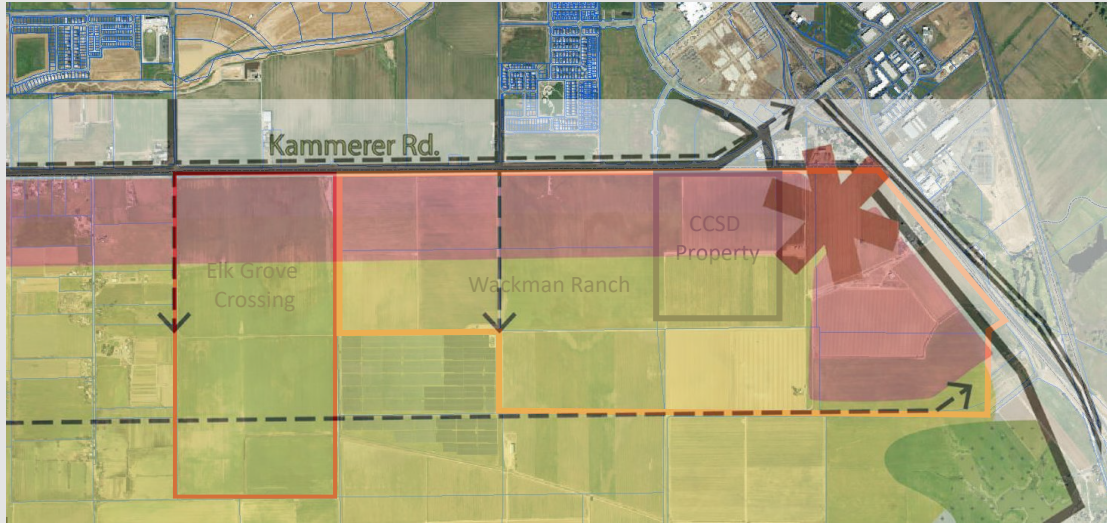
87

Two Land Holdings



88

Two Land Holdings + Existing Study Area



89

Existing South Study Area Activity District

- Focus is on
 - Commercial and employment
 - A little mixed use
 - A little High Density Residential
 - A little Public Services

LAND USE DISTRICT	DESIGNATIONS ALLOWED IN DISTRICT	DESIRED LAND USE RANGE (GROSS ACREAGE BASIS) ^{1,2}	
Activity District	Community Commercial (CC)	3%-8%	110 – 295 acres
	Regional Commercial (RC)		
	Employment Center (EC)	5%-10%	180 – 370 acres
	Light Industrial/Flex (LI/F)		
	Light Industrial (LI)	3%-8%	110 – 295 acres
	Heavy Industrial (HI)		
	Residential Mixed Use (RMU)	1%-5%	35 – 185 acres
	Village Mixed Use		
	High Density Residential (HDR)	1%-3% or as needed to meet RHNA	35 – 110 acres
Public Services (PS)	1%-3% or as needed to support land uses	35 – 110 acres	

90

LEA & South Study Area

- Intent of LEA is to address how development integrates across Kammerer Road
 - Lane uses
 - Circulation
- Projection of LEA across Kammerer Road is vital to that vision
- Revisions to the Study Area are necessary

91

Proposed South Study Area Revisions

- Add the Transect Designations
- Reduces office
- Increases industrial
- Expands the boundary of the Activity District along 99 to the west and south

92

South Study Area (Proposed)

FIGURE 4-7: SOUTH STUDY AREA LAND USE DIAGRAM

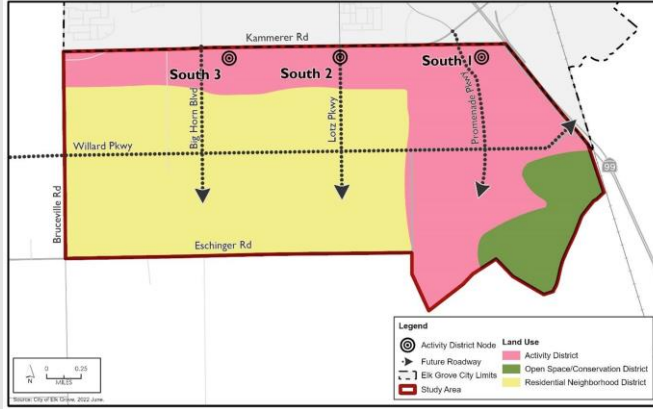
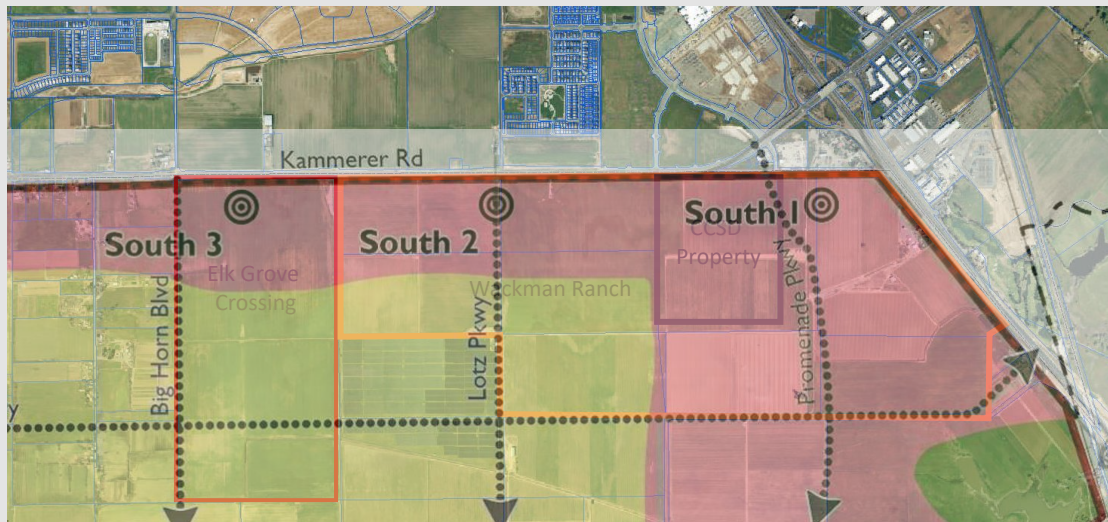


Table 4-3: South Study Area Land Use District Program Standards

Land Use District	Designations Allowed in District	Desired Land Use Range (Gross Acreage Basis) ^{1,2}
Activity District	Community Commercial (CC)	3%-8% 2%-5%
	Regional Commercial (RC)	140-296 75-185 acres
	Employment Center (EC)	6%-10% 3%-5%
	Light Industrial/Flex (LIFX)	160-270 110-185 acres
	Light Industrial (LI)	140-296 735-920 acres
	Heavy Industrial (HI)	3%-8% 20%-25%
	Residential Mixed Use (RMU)	14%-5%
	Village Mixed Use (VCMU)	14%-5%
	General Neighborhood Residential (T3-S)	3%-4%
	Neighborhood Center Low (T3)	3%-4%
	Neighborhood Center Medium (T4)	2%-3%
	Neighborhood Center High (T5)	1%-3% or as needed to meet RHNA
High Density Residential (HDR)	1%-3% or as needed to support land uses	
Public Services (PS)	35-110 acres	
Residential Neighborhood District	Community Commercial (CC)	14%-5% 1%-2%
	Rural Residential (RR)	36-144 35-75 acres
	Estate Residential (ER)	1,450-4,840 1,100-1,650 acres
	Low Density Residential (LDR)	46%-50% 30%-45%
	Medium Density Residential (MDR)	8%-13% or as needed to meet RHNA
	High Density Residential (HDR)	295-480 acres
	Residential Mixed Use (RMU)	3%-5%
	Medium Density Residential (MDR)	3%-5%
	High Density Residential (HDR)	5%-8% or as needed to meet RHNA
	Parks and Open Space (POS)	5%-10% or as needed to support land uses
Open Space/Conservation District	Public Services (PS)	185-370 acres
	Resource Management and Conservation (RMC)	44%-34% 3%-8% or as needed to meet resource conservation standards and/or to provide floodplain buffer
	Public Services (PS)	140-296 180-370 acres
		36-144 0-35 acres

Two Land Holdings + Existing Study Area



Comparison

- Expands the boundary of the Activity District along 99 to the west and south
- Public Services designation may address CCSD property
- Area parallel Kammerer Road is similar



95

Next Steps On Annexation Area

- Elk Grove Crossing – no additional work at this time; alignment is there
- Wackman Ranch – Staff and owner/applicant will meet over the coming weeks to discuss options and potential alignment of visions

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Before we move on...

Any questions at this time?



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Other Things...

- Comment letters to date
 - Packet
 - Green sheets
- CEQA Analysis – Draft and Final Subsequent EIR

98

Next Steps

- Continue the public hearing to September 21, 2023
 - Opportunity to discuss the current draft more and provide feedback to staff
 - Opportunity to hear more from the public
- Additional continuance
 - Staff will work on possible refinements
 - Potential CEQA adjustments

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General Plan Amendments

September 7, 2023

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