



**CITY OF ELK GROVE
CITY COUNCIL & PLANNING COMMISSION
STAFF REPORT**

AGENDA TITLE: General Plan Update: City Council/Planning Commission Joint Session

MEETING DATE: March 29, 2017

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DEPARTMENT HEAD: Laura Gill, City Manager

RECOMMENDED ACTION

Staff is seeking specific policy direction from the City Council and Planning Commission regarding the General Plan Update. To that end, staff recommends that the City Council and Planning Commission:

- 1. Receive staff’s report and recommendations, including raising questions with staff.
- 2. Receive public comment on the information presented and possible policy direction.
- 3. Engage in a joint City Council-Planning Commission discussion and possible recommendation from the Commission.
- 4. Provide specific direction to staff from the Councilmembers.

BACKGROUND

The City has undertaken a comprehensive update to its General Plan (Project). The General Plan is the City’s overarching policy document, or blueprint, for creating a thriving, well-balanced, and sustainable community. All future development and actions of the City must be consistent with the General Plan. Since initiation of the Project, a number of tasks and components have been completed, including public outreach on vision and potential land plan changes, and study sessions on key topics and critical policies.

PURPOSE AND OVERVIEW OF THE JOINT STUDY SESSION

Staff is requesting direction on the following components of the General Plan Update. Direction on these items will allow staff to move forward with preparing the complete draft document.

1. Policy direction follow up
2. Land Use Plan (including preferred land plan for the existing City, Annexation Strategy for the Study Areas, and Infill Policy)
3. Mobility Policies (including roadway efficiency policy and Vehicle Miles Traveled (VMT) reduction policy)
4. Revised Vision and Supporting Principles
5. Draft outline for the General Plan document.

At various points in this report, staff has flagged requests for specific policy direction. These are highlighted in a **box** for easy identification. While the policy direction requests are presented with the relevant overview, other sections of this report may also be applicable. For example, the policy direction request for the land use plan is presented with that discussion, but separate discussions of performance metrics/indicators and roadway sizing occur later in the report. Therefore, it may be most beneficial to review all of the information first, then come back to the policy direction requests at the end.

Given the extent of the materials that need to be covered, staff is recommending that this discussion be divided over two meetings. At this meeting, staff will provide an overview of the materials and then ask for direction on the following pieces:

- **Land Use Categories**
- **Land uses in the City (Opportunity Sites)**
- **Property Owner Requests**
- **Infill Policies**
- **General Plan outline**

The rest of the policy questions will be addressed at a second meeting, which staff is working on scheduling.

POLICY DIRECTION FOLLOW UP

At the May, July, and August 2016 study sessions, staff requested direction on nine critical policy topics, which are listed below. **Attachment 1** summarizes these issues and what staff understood as City Council/Planning Commission direction.

1. Specific Plans and Special Planning Areas
2. Community and Area Plans
3. Governance
4. Complete Streets
5. Fixed Transit
6. Clustering
7. Jobs/Housing
8. Annexation Strategy
9. Mobility Standards

Two of these topics (Annexation Strategy and Mobility Policies) are discussed in more detail later in this report.

Policy Direction Request #1A:

Provide clarifying direction, if necessary, on any of the policy topics covered in **Attachment 1**.

Jobs/Housing Ratio

Regarding the Jobs/Housing policies, staff had previously recommended a target of 1.2 jobs per one dwelling unit (1.2:1). At the July study session, however, the Council and Commission requested that a more aggressive target be identified, given that the current ratio is close to 0.9:1. Therefore, staff is suggesting the following targets:

- 1.2:1 jobs/housing ratio by 2025
- 1.4:1 jobs/housing ratio by 2040

These ratios have substantial impacts on the potential land plan for the City, as discussed later in this report, and should be considered as decisions are made regarding the land plan. For decision making purposes, staff has carried both the 1.2:1 and 1.4:1 ratios throughout the analysis.

As mentioned at the July study session, SACOG has set a *regional* jobs/housing target of 1.4:1. If the City were to have a similar target the

implementation would be challenging. Historically, the areas with the highest jobs/housing ratios occur in central cores, not within communities on the edge of their region, such as Elk Grove. Developing a major employment center in the City and improving the jobs/housing ratio is achievable, it just may not be achievable at the same level as the regional target.

In practical terms, based on analysis conducted by the Economic Development Department and the City’s General Plan Update consultant, using conservative assumptions, the following illustrates the employment gains and development activity that would be necessary to achieve the above suggested targets:

	1.2:1 by 2025	1.4:1 by 2040
New Jobs	~22,720	~47,890
SF of New Construction	~9,850,000	~20,700,000
Acres of Land	~900	~1,890

It is worth noting the Greater Sacramento Area Economic Council (Greater Sacramento) anticipates regional employment gains of approximately 58,000 between now and 2025. Meaning, for Elk Grove to achieve a 1.2:1 Jobs/Housing Ratio by 2025, nearly 40 percent of all regional employment growth would need to occur in Elk Grove.

Policy Direction Request #1B:
 Provide direction on the preferred jobs/housing target for the General Plan (e.g., 1.2:1, 1.4:1).

LAND USE PLAN

Over the last several months, staff has been preparing a new draft Land Use Plan for the City. This Plan, required by State law, consists of a listing of various categories of land uses and a map of the City illustrating the general distribution, location, and extent of those land uses. This section of the report describes the work to date in developing a land use plan and requests specific direction on the content for the Preferred Land Use Plan. The Preferred Land Use Plan will form the basis for the rest of the General Plan and will be specifically described in the forthcoming Notice of Preparation for the Environmental Impact Report.

Land Use Categories

A draft of the proposed Land Use Categories for the new General Plan was presented at the May 2016 study session. Direction was provided to staff to continue developing these descriptions with the following noted:

- Provide more detail so that surrounding owners and residents have an understanding of the expected outcomes.
- Describe how the newer categories will be implemented (i.e., the corresponding zoning-level regulations).
- Make sure the categories are “small business friendly” and include opportunities for underutilized spaces, including allowing office in most land use categories.

Attachment 2 provides an updated draft of the Land Use Categories, their descriptions, and recommended implementing Zoning Districts. These revisions address the points directed by the Council and Planning Commission at the May 2016 meeting. For the newer categories (e.g., Mixed Use Village Center, Mixed Use Residential, Light Industrial/Flex, Parks and Open Space, Public Services), staff is beginning to draft the implementing zoning regulations (allowed uses and development standards). A summary of what these new districts would do is included in Attachment 2.

Policy Direction Request #2:

Provide direction to staff on any necessary changes to the Land Use Categories as provided in **Attachment 2**.

Process to Date: Development of Concept Land Plans and Public Outreach

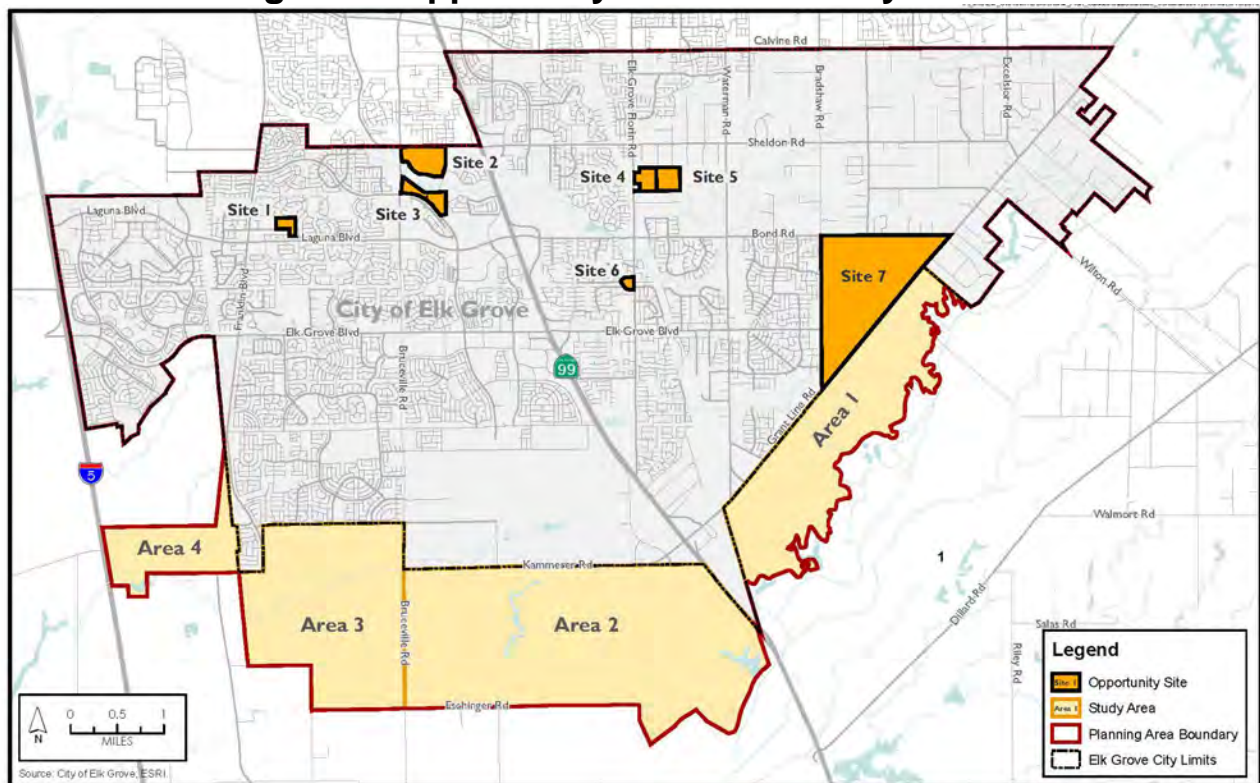
Based upon the early public outreach and Council/Commission direction, in February 2016 staff presented a map of the City referred to as “Character of Change.” The map highlighted properties around the City, identifying them for:

- **Preservation** of existing character and function (e.g., the Rural Area, existing single family neighborhoods).
- **Enhancement** of key areas that could benefit from reinvestment. Examples include the older commercial corridors in the City, such as Elk Grove Boulevard east of State Route 99 and Elk Grove Florin Road.

- **Transformation** of vacant sites that are infill opportunities. These included both smaller sites, like the Capital Nursery (Capital Reserve) and Stathos Cove projects, and larger opportunities such as the Sheldon Farms property at Sheldon Road and Bruceville Road.
- **Transformation by implementing prior plans.** Examples include the Southeast Policy Area (SEPA), the Lent Ranch Special Planning Area, the Elk Grove Triangle, and other planning areas or approved projects.

From this map and direction at the February and May study sessions, as well as an online and in-person workshops held in April/May, the Enhancement and Transformation sites were narrowed down to seven sites in the City and four outside the City for further discussion. The sites inside the City became known as **Opportunity Sites** and the sites outside the City became known as **Study Areas**. Figure 1 illustrates the location of these sites (in orange) and areas (in yellow).

Figure 1: Opportunity Sites and Study Areas



Options for alternative land uses were developed for each of the opportunity sites and study areas and were based upon:

- Input received through the first online workshop (April/May) and in-person meetings.
- Issues discussed through the Issues and Policy Considerations Report and the critical policy topic papers.
- Consistency with the community vision and supporting principles.
- Discussions with City staff and input from landowners.

Staff tested these alternative land use concepts by individual opportunity site or study area through a second online workshop and series of listening sessions in July 2016. A summary of the outreach and participant feedback is provided in **Attachment 3**.

Overview of Land Use Alternatives and Study Area Scenarios

Based upon the land use plan development work and outreach discussed above, staff has developed several alternative land use plans and Study Area scenarios for consideration. These plans are characterized by the following (outlined in the bullets below and summarized in **Table 1** and **Figure 2**) and described in more detail below. Staff requests that the Council provide specific direction on which Alternative (for Opportunity Sites within the City Limits) and Study Area Scenario to use as the basis for the new General Plan.

1. **Within the existing City Limits** there are three alternative land use plans:
 - a. Alternative A is the existing General Plan, updated with the new Land Use Categories, and includes some clean ups. It does not include any changes in land use for the Opportunity Sites, and does not include any development outside of the existing City Limits other than the proposed Sports Complex and adjoining lands. As discussed later in the report, Alternative A could achieve a 1.2:1 jobs-to-housing ratio if the Southeast Policy Area develops to capacity.
 - b. Alternative B builds off Alternative A and includes specific changes for the Opportunity Sites.
 - c. Alternative C is the same as Alternative B, but with some modifications to the Opportunity Sites (see discussion below and Attachment 5).
2. For the **Study Areas outside of the existing City Limits**, there are two scenarios:
 - a. Scenario 1, in conjunction with Alternatives B and C above, results in an approximate 1.2:1 jobs-to-housing ratio.

- b. Scenario 2, in conjunction with Alternatives B and C above, results in an approximate 1.4:1 jobs-to-housing ratio.

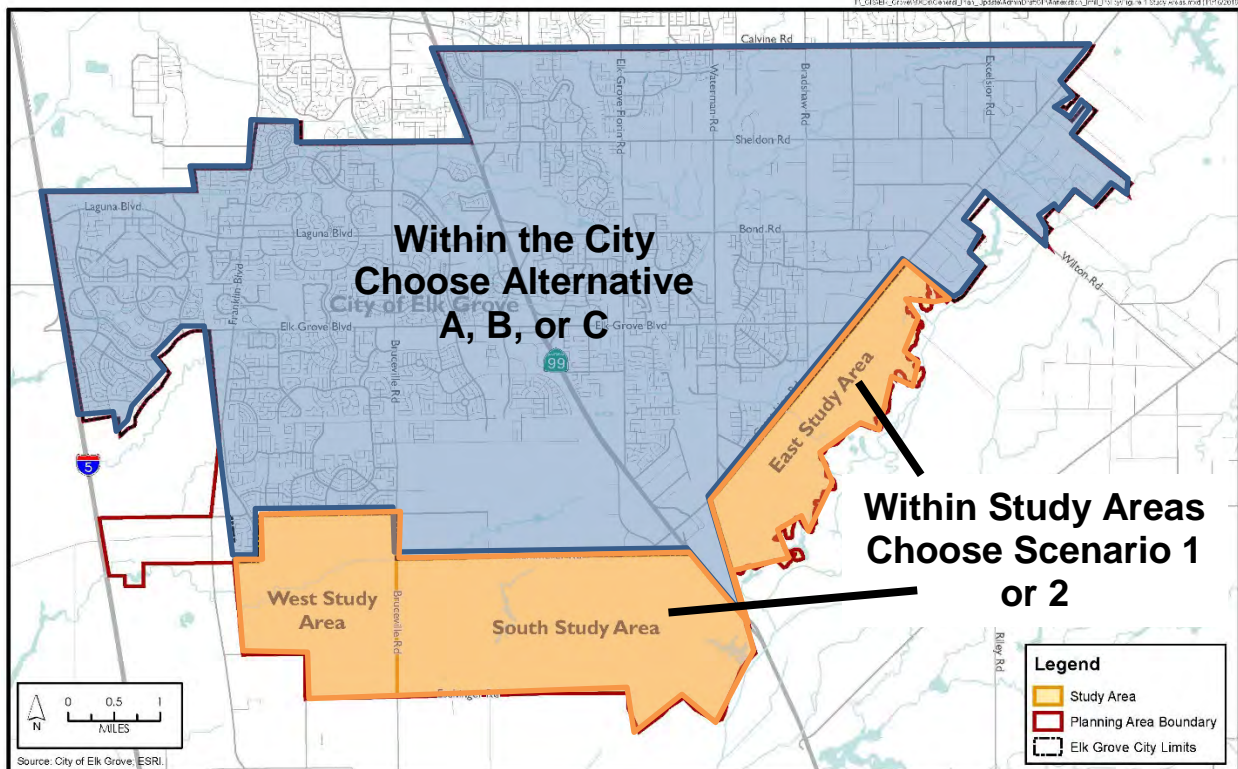
Table 1 – Summary of Land Use Alternatives and Scenarios

Land Use Assumption	Alternative	A	B	C
	Within the Existing City Limits	Existing + Clean Ups	Alt A+ Opportunity Sites	Alt B with Options
	Within the Study Areas	No assumptions ¹	Includes development as described in the Annexation Strategy. See discussion later in this report regarding the two scenarios	
			Scenario 1	Scenario 2
			1.2:1 jobs-to-housing target	1.4:1 jobs-to-housing target

Notes:

1. Assumes no future development outside of the existing City Limits, with the exception of the City's proposed SOI application near Grant Line Road and SR-99.

Figure 2 - Summary of Land Use Direction Request
Choose an Alternative (within the City)
and a Scenario (within the Study Areas)



Land Use Alternatives within the Existing City Limits

Alternative A – Existing General Plan + Land Use Cleanups

As part of the changes to the Land Use Categories, staff has conducted a review of the existing General Plan Map. As discussed at the May 2016 study session, some of the existing Land Use Categories are being replaced. The Draft Land Use Maps (discussed below) incorporate these changes. Additionally, as part of this review, staff identified a number of properties with incorrect General Plan designations. For instance, there were a number of properties that have been developed with single-family residences at urban densities (e.g., RD-5 and up) but with General Plan designations that require densities or uses that did not match existing development. The draft Land Use Maps reflect these corrections.

State law requires that the City's zoning map be consistent with the General Plan. This consistency action must be completed "within a reasonable time." Staff intends to bring these rezone actions forward concurrently with the draft General Plan. In many cases these rezones are minor in nature and reflect the change to the General Plan Categories. However, there are a number of sites where the proposed changes are more substantial. The following are examples of these:

- A site identified as Commercial in the General Plan but zoned Agricultural Residential (AR) AR-5: Staff recommends completing the rezone to the appropriate commercial zone. Any existing residential use would be legal non-conforming (often referred to as grandfathered), meaning it could continue in perpetuity pursuant to the provisions of the Zoning Code (Title 23 of the Municipal Code). An example of this would be properties along Sheldon Road just east of State Route 99 (SR-99).
- There are numerous sites around the City that are designated for Estate Residential or Low Density Residential, but still have Agriculture (AG) or AR zoning. Examples include the more rural lots along the west side of Bradshaw Road in the East Elk Grove area. For these, staff recommends leaving them in the Estate Residential General Plan designation and rezoning them to either AR-1 or (preferably) Residential District (RD) RD-1 for consistency. As part of this change, staff would recommend a Zoning Code text amendment to include crop production, hobby kennels, and similar agricultural

uses as allowed either by right or with a conditional use permit in the RD-1 zone.

- Commercial sites that are transitioning to the new Community Commercial General Plan category that would necessitate a rezone from Shopping Center (SC) to General Commercial (GC). The area principally affected by this change is the Elk Grove Boulevard corridor east of SR-99. Staff has reviewed the allowed land uses for these two zones and they are substantively the same; the primary difference is in the scale of the site and uses in the center. The only major difference in the allowed uses is for fueling stations (gas stations), where the SC zone allows them by right but the GC zone only allows them with a Conditional Use Permit (CUP). To address this difference, staff will be recommending that listing in the GC zone be changed to CUP when the proposed use is located within 150 feet of residential; otherwise, it would be allowed by right.

Staff has started outreach with the property owners most affected by these changes, and has heard back from some. To date, their concerns have been minor, and staff has been able to incorporate changes to the recommendation to address these concerns.

The updates to the existing General Plan Land Use Map to the new Land Use Categories, along with making the above described clean ups, constitute Alternative Land Plan A (Existing + Clean Ups), which is provided as **Attachment 4A**.

Alternatives B and C (Alternative A + Opportunity Sites)

Alternatives B and C are based upon Alternative A and include specific changes to the Opportunity Sites (within the City Limits). Maps for Alternatives B and C are provided as **Attachments 4B and 4C**, respectively. **Attachment 5** summarizes the differences between the two alternatives. Only sites 1, 3, and 7 are different between the two alternatives; sites 2, 4, 5, and 6 are the same across both alternatives. These differences are:

- **Site 1:** Alternative B maintains the existing Low Density Residential designation; Alternative C changes the designation to Estate Residential, providing for decreased density potential.
- **Site 3:** Alternative B designates the Arsons property at the corner of Big Horn and Bruceville as High Density Residential and Mixed Use

Residential; Alternative C designates the property as Village Center Mixed Use.

- **Site 7:** Alternative B retains the 1-acre minimum lot size north of Elk Grove Boulevard and re-designates everything south for 1/4-acre lots. Alternative C is similar, but some properties directly along the north side of Elk Grove Boulevard are re-designated for 1/3-acre lots. In both cases, the existing commercially-designated corners are maintained.

Staff recommends that Alternative B be identified as the Preferred Land Plan as this most closely reflects the results of the public outreach. However, all or portions of Alternative C could be selected, or other changes could be directed.

Some of these sites have been the subject of additional owner and public feedback/correspondence, which are included in **Attachment 6** for reference and summarized as follows:

- **Site 2:** The property owner is requesting that the Mixed Use area at the corner of Bruceville and Sheldon be reduced in acreage and that some of the Medium Density Residential be changed to Low Density Residential to provide more product diversity (**Attachment 6A**).
- **Site 3:** As part of the Housing Element Site 21 rezone completed in December 2016, Ms. Arsonne (owner of the 11± acre corner at Big Horn and Bruceville) asked for the entire property to be rezoned for High Density Residential; only 9 acres was zoned as part of that effort due to Housing Element/CEQA limitations at the time, with direction to revisit as part of this General Plan Update. Staff does not have a concern with Ms. Arsonne's request, but would encourage the Residential Mixed Use designation as a way to promote some service and office uses to be integrated into the development. The Residential Mixed Use is similar to the High Density Residential but also allows (but does not require) some commercial or office uses (**Attachment 6B**).
- **Site 5:** Correspondence from the adjoining GSREHA homeowners association is provided. They do not support any changes in General Plan designation for the site and would prefer that any future development utilize the adjoining Silverado Village project for access. This site was specifically re-designated from Low Density Residential

to Rural Residential as part of the 2003 General Plan (**Attachment 6C**).

- **Site 7:** The attached correspondence is from land owners in the area supporting the changes proposed under both Alternatives B and C (**Attachment 6D**).

Policy Direction Request #3A:

Provide direction to staff on which Alternative to use as the Preferred Land Plan for the existing City Limits under the new General Plan (A, B, or C); direct any additional changes deemed necessary.

Policy Direction Request #3B:

Provide direction on the property owner/community correspondence relative to Opportunity Sites 2, 3, 5, and 7.

Study Areas and Annexation Strategy (Study Area Scenarios 1 and 2)

As part of the public outreach, and as discussed at the previous Study Sessions, staff has investigated the potential incorporation of four Study Areas into the General Plan. These Study Areas are consistent with the City's 2013 Sphere of Influence (SOI) Amendment application to the Local Agency Formation Commission (LAFCo) (which was ultimately withdrawn by the City), and were divided into four areas based upon natural features and existing roads (see Figure 1).

During the outreach on the land use alternatives, staff heard specific feedback from residents in the Franklin Town area (Study Area 4) and, based upon this feedback (see Attachment 3), staff is recommending that Area 4 not be included as a Study Area in the new General Plan.

Consistent with direction from City Council, the land use diagrams presented in Alternatives B and C do not reflect parcel-specific land use designations in the Study Areas. Rather, land use programs were developed for the Study Areas providing guidance for potential development within these areas, which consist of the following:

- General siting criteria applicable to all study areas.
- Land plan guidelines, land programming considerations, and performance standards applicable to each individual study area.

These land use programs will be implemented through the Annexation Strategy policies, which are detailed in **Attachment 7**.

In developing the draft Annexation Strategy, staff began with the land programming concepts tested during public outreach in July of 2016. These assumptions, when integrated with the land use assumptions for the existing City in Alternatives B and C, achieve many of the broad goals outlined by the Council. However, during the discussion at the July study session, staff understood that the Council wanted a more robust jobs/housing objective (see discussion on page 3). Therefore, in order to achieve this goal and still maintain reasonable land programs that provide opportunities for balanced future land plans, staff prepared a second scenario.

- The land program consistent with the July public outreach is referred to as **Scenario 1** (when coupled with Alternatives B and C, they become B-1 and C-1);
- The land program with the more robust jobs-to-housing ratio is referred to as **Scenario 2** (when coupled with Alternatives B and C they become B-2 and C-2) (see Table 1 for summary).

The draft Annexation Strategy also includes a number of policies and actions relative to how annexations and future development in the Study Areas will occur. These include:

- Support for public and private applications to the Sacramento Local Agency Formation Commission (LAFCo) for Sphere of Influence (SOI) amendments and Annexations that implement the General Plan and are within the Study Areas.
- Working with Sacramento County to establish agreement(s) regarding SOI amendments, master tax sharing, and fair share allocation of regional housing needs.
- Annexation proposals must be considered through a Specific Plan and shall provide a demonstrated community benefit (e.g., improved jobs/housing, funding of public improvements).

Policy Direction Request #4A:

Confirm that Study Area 4 should not be carried forward into the draft General Plan.

Policy Direction Request #4B:

Provide direction to staff on which scenario to use as the Land Use Program for the Study Areas (Scenario 1 or 2); direct any additional changes as deemed necessary.

Policy Direction Request #4C:

Confirm that the direction staff has taken on the Annexation Strategy (policies and action items) is appropriate, and whether to move forward with incorporating these into the draft General Plan.

It should be noted that there is interest in developing portions of these study areas. Specifically, the Sacramento Local Agency Formation Commission (LAFCo) is processing three Sphere of Influence (SOI) Amendment applications, one within each of the three Study Areas.

- In Study Area 1 (East Study Area), the City is the applicant for the Sports Complex SOI Amendment. The CEQA document is being drafted and a hearing on the application is anticipated in early 2018. For purposes of the General Plan Update, and because it is sponsored by the City, staff has incorporated the proposed land plan into both Alternatives B and C.
- In Study Area 2 (South Study Area), the Kammerer/99 SOI project is nearing LAFCo action. The [Draft Environmental Impact Report](#) is in public review (comments are due March 31). Staff has completed a preliminary review of the “concept land use scenario” provided in the project description and it is consistent with the program considerations presented in the draft Annexation Strategy (Scenarios 1 and 2). Since a land use map is not included with the application, staff cannot comment as to the consistency with the draft siting criteria or other policy provisions of Study Area 2.
- In Study Area 3 (West Study Area), LAFCo is processing the Bilby Ridge SOI. The Notice of Preparation for the EIR is expected in April. A preliminary land use plan is included with the application ([it is available on LAFCo’s website](#)) but has not been formally submitted to the City. Staff has completed a cursory review of the available documents. The retail and office land uses appear consistent with the draft program considerations for the study area; however, the residential categories appear overweighed in comparison to the rest of the Study Area and may limit options south of future Kammerer Road if the Council selects Scenario 1.

Performance Indicators

Modeling Overview

The adoption of an updated General Plan will have certain implications for the City. Some of these implications, such as that manner in which transportation impacts are analyzed (see Vehicles Miles Travelled (VMT) discussion below), will be discussed and analyzed in detail in the accompanying Environmental Impact Report (EIR), anticipated for release later this year. In an effort to understand the “big picture” implications of the General Plan at this stage, staff has prepared computer modeling for the three alternatives, utilizing the software program Urban Footprint.

Urban Footprint was developed by Calthorpe Analytics and funded by the State of California and the major Metropolitan Planning Organizations (MPOs) from around the State, including the Sacramento Area Council of Governments (SACOG). Urban Footprint is a sketch-based scenario model that leverages a range of scientific data, such as health and travel indicators, to conduct calculations that demonstrate the potential implications of land use and policy decisions. SACOG has provided complimentary access and extensive technical support to the City in the use of the software. SACOG has not directed any of the modeling work.

The Urban Footprint modeling is not a replacement for more detailed analysis in the upcoming EIR for the General Plan. As a sketch model, it provides a quick set of metrics to understand the relative impact of potential decisions. More formal analysis, utilizing industry-standard tools, will be conducted as part of the environmental review. These conventional tools take extensive time and resources to prepare, which is why a sketch model is more appropriate at this stage.

Modeling Results – Alternatives/Scenarios A, B-1, B-2, C-1, and C-2

Attachment 8 details the results of the Urban Footprint analysis, which looks at the following indicators across all three Land Use Alternatives and both Study Area Scenarios (A, B-1, B-2, C-1, and C-2):

- Total dwelling units, jobs, and jobs/housing balance
- Daily Vehicle Miles Travelled (VMT) by household, per capita, and per employee
- Utility usage, including gas and electricity

Major takeaways from the Urban Footprint Indicators analysis include the following:

- Alternatives B and C (with both scenarios) have substantially the same results.
- A 1.25:1 jobs-to-housing ratio can be achieved within the existing City at buildout (Alternative A). However, this is only achieved if SEPA and other office and industrial lands develop at the maximum intensity allowed under the General Plan and Zoning, which is not guaranteed. It would not achieve a more aggressive target of 1.4:1.
- Alternatives B and C (both scenarios) result in higher total utility usage when compared to Alternative A; however, on a per-household and per-job basis, the usage is lower in B and C due to more efficient new construction.
- Higher jobs-to-housing ratios result in improved VMT when compared to both the existing conditions (2015 data) and the existing General Plan (Scenario A).
- The VMT reductions that result from Alternatives B and C (both scenarios) do not achieve a 15% reduction as recommended by the State. Other non-land use programs and policies will be required to seek further reductions (e.g. improved transit services, expanded trails network).

Alternative Scenario – Extensive Redevelopment

Staff also developed a future case scenario that attempts to achieve higher jobs-to-housing and VMT reduction targets solely within the existing City limits. In order to reach this scenario, staff included the following major components:

- Substantial increases in density and intensity along the Big Horn Boulevard corridor. To achieve this, all existing and future multifamily development projects would develop/redevelop at a minimum of 60 units per acre and all existing non-residential development (except for the Sutter Hospital and the newer Laguna Springs Corporate Center buildings) would redevelop as mixed use (residential and commercial uses). Future office sites were assumed to develop at a denser rate than traditionally seen in Elk Grove, assuming four to five story buildings.

- Opportunity Sites 2 and 3 would develop as very intensive urban mixed use projects.
- Future retail sites at Elk Grove Boulevard and Big Horn Boulevard in Laguna Ridge would develop as mixed use centers.
- Vacant sites in the Laguna West Town Center would develop with additional high density residential (30+ dwelling units per acre) and office uses.
- Older commercial and office sites along Bond Road and Elk Grove Florin Road would redevelop as mixed use projects.
- The southern extents of the Lent Ranch and Sterling Meadows projects would be re-designated for office development (note, these areas are currently vested under development agreements).

This theoretical land plan results in the following characteristics:

- Total Dwellings: 79,000 (approx. 9,000 more than Alternative A)
- Total Jobs: 103,000 (approx. 15,000 more than Alternative A)
- Jobs-to-Housing Ratio: 1.31:1 (a potential increase of 0.05:1 beyond Alternative A)
- VMT:
 - Per-Household: 6% reduction from Alternative A
 - Per-Capita: 0% reduction from Alternative A
 - Per-Employee: 11% reduction from Alternative A

As evidenced above, this scenario was able to achieve some reductions in VMT, but at the cost of extensive speculative redevelopment in existing built areas of the City, with little regard to impacts to roadway capacity, utility infrastructure, parks, schools, or market feasibility. It did not achieve a 1.4:1 jobs-to-housing ratio target. Additionally, this scenario would run counter to the values expressed by residents through the outreach process for protection of neighborhoods and focused, compatible infill development.

Summary of Performance Indicators

Substantial reductions in VMT, as recommended through the suggested thresholds of significance from the State, are not achievable under either the Alternatives and Scenarios outlined above, or the Extensive Redevelopment concept. Therefore, the City would have to mitigate to the extent feasible, and a Statement of Overriding Considerations will likely be necessary as part of the General Plan adoption and General Plan EIR. A

Statement of Overriding Considerations is a permissible CEQA mechanism, amounting to a policy statement by a CEQA lead agency that, despite significant and unavoidable environmental impacts, specific economic, legal, social, technological, or other benefits of the Project outweigh the impacts, making the impacts acceptable to the agency.

Additional Property Owner Requests

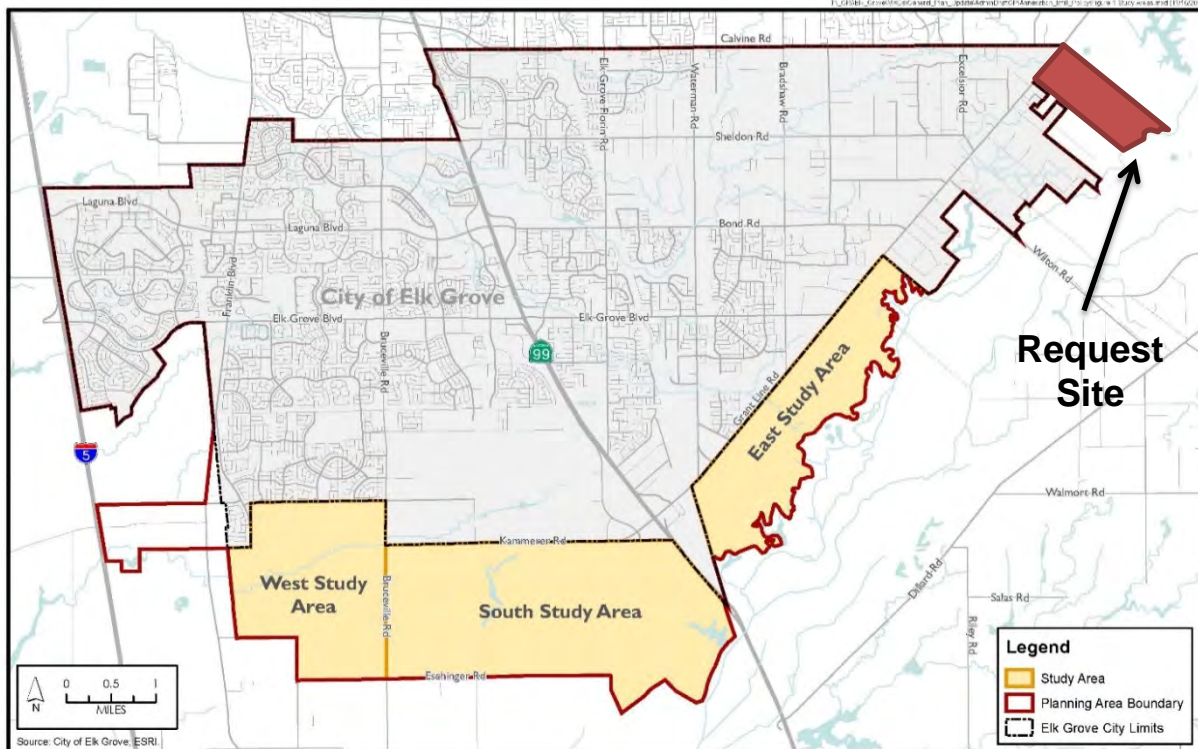
Staff has received four property owner requests for consideration as part of the General Plan Update, which are detailed below.

- Request from AKT Properties for a site on Grant Line Road near Calvine Road
- Request from Ladera Triangle Point, LLC for a portion of the Waterman 75/Triangle Point property at Mosher Road and Grant Line Road.
- Request from PCPB Properties, Inc. for a portion of their property along Waterman Road across from Hill Top Cemetery.
- Request from Greensfelder Commercial Real Estate for the undeveloped area at the northwest corner of Laguna Boulevard and Bruceville Road.

AKT Request

Attachment 9A is a request from AKT Investments regarding a property in which they have expressed interest. The property in question is located along the southeast side of Grant Line Road just south of the Calvine intersection (**Figure 3**). The property is 422 acres in total and is currently developed with vineyards, a homestead, and two agricultural basins. In their letter, AKT requests that the site be included in the City's Sphere of Influence application. As Council and the Planning Commission have been advised, the City's pending Sphere of Influence Amendment application involves 600 acres at the intersection of Waterman Road and Grant Line Road, over five miles from the subject property. Upon further discussion with AKT staff, they verbally clarified that their request is for the property to be a new Study Area (Study Area 5) in the General Plan. Their intent is to develop the site with residential uses at an average of four dwelling units per acre (Estate Residential).

Figure 3 – Location of AKT Request



Staff has reviewed the request and has identified the following:

- The timing of the request is not advantageous. Outreach on the study areas has already been conducted and consideration of this area has not been discussed with the public.
- The area was not part of the City's 2008 to 2013 Sphere of Influence Amendment application.
- The proposed density for development of the site may be in conflict with the adjoining development (the rural Sheldon area).
- Infrastructure to serve the proposed development at the requested density would be constructed along Calvin Road to Grant Line, along the boundary of the rural Sheldon Area. This may create pressure on the area to increase density and would present conflicts with existing policies limiting infrastructure in the Rural Area.

For these reasons, staff does not recommend inclusion of this request in the General Plan.

Policy Direction Request #5A:

Provide direction on the request from AKT Investments to add a new Study Area 5.

Ladera Triangle Point Request

Attachment 9B is a request from Ladera Triangle Point, LLC and the Kamilos Companies, LLC to re-designate Parcel 9 of the Waterman Park 75 project from High Density Residential to Medium Density Residential. The site is at the western corner of Mosher Road and Grant Line Road (**Figure 4**). This area was designated for High Density Residential as part of a prior project approval on the site, accommodating a planned senior residential care facility. That project is no longer moving forward. The owner would like to see the site redesignated to Medium Density Residential, consistent with the approved development to the west.

This area is outside of the risk area described in existing General Plan policies for residential development proximate to Suburban Propane. The site is also not part of the City's Regional Housing Needs Plan (i.e., a "Housing Element site"). Therefore, staff supports the request.

Figure 4 – Location of Ladera Triangle Point Request



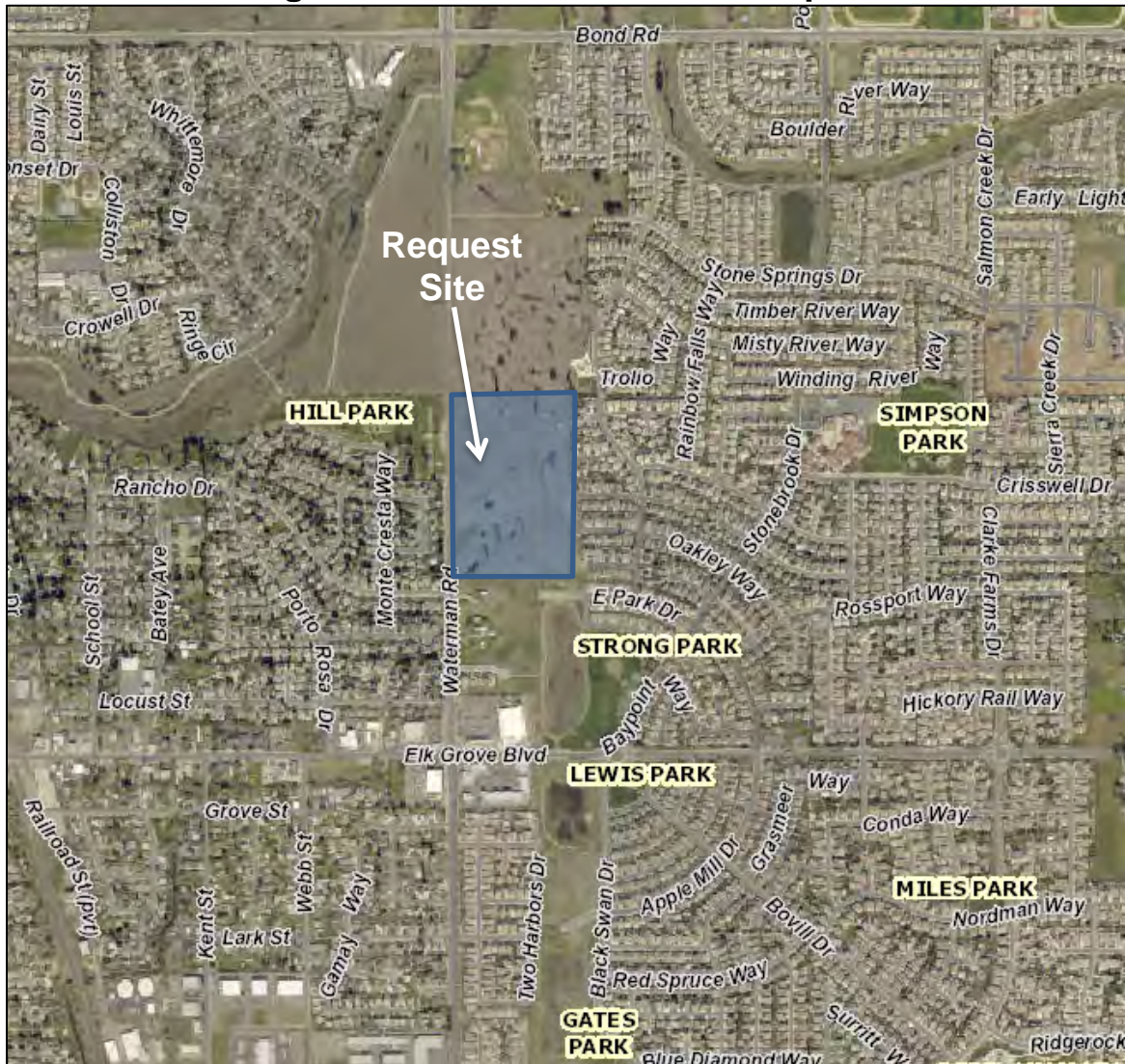
Policy Direction Request #5B:

Provide direction on the request from Ladera Triangle Point to modify the designation of a portion of their property from High Density Residential to Medium Density Residential.

PCBP Properties Request

Attachment 9C is a request from PCBP Properties to re-designate an approximately 8-acre area along Waterman Road across from Hill Top Cemetery from Resource Management and Conservation to Low Density Residential. The subject property (**Figure 5**) is within the East Elk Grove Specific Plan and was designated by the County under that plan as Open Space due to the presence of various wetlands.

Figure 5 – Location of PCBP Request



In correspondence, the property owner has provided an expired verified jurisdictional delineation that shows that approximately 8 acres of the site is not encumbered with wetlands and is outside of a 50-foot buffer from those wetlands. Therefore, this 8-acre area has the potential to be developed, pending further review of available infrastructure.

The adopted Specific Plan did not provide any development allocation to the site. Should the Council support this request, there is unallocated development capacity within the Specific Plan to achieve the request without increasing the maximum development potential of the Plan. Since approval of the Crooked Creek development in January 2017, there are 122 units unallocated. Should this subject site be developed at the proposed RD-5 density, it would utilize approximately 40 of the 122 units remaining. Therefore, the request would not exceed the overall development potential of the East Elk Grove Specific Plan. Staff is neutral on this request given previous Council consideration of amendments in the East Elk Grove area.

Policy Direction Request #5C:

Provide direction on the request from PCBP Properties to modify the designation of a portion of its property from Resource Management and Conservation to Low Density Residential.

Greensfelder Commercial Real Estate Request

Attachment 9D is a request from Greensfelder Commercial Real Estate for the undeveloped area at the northwest corner of Laguna Boulevard and Bruceville Road (**Figure 6**). The site is currently zoned SC and was previously approved for a retail center. The current owner has attempted to complete the buildout with a number of potential tenants but has thus far been unsuccessful.

Lewis Operating is proposing to re-designate the site Medium Density Residential with concurrent rezoning to either RD-10 or RD-15. The site was previously studied for residential as part of the 2014 Housing Element Update and was only rejected because of the previous approvals on the site and property owner request. The site is adjacent to single family residential to the west and multifamily to the north. Laguna Community Park is less than 1,000 feet to the north and the site is surrounded by retail services. Therefore, staff is supportive of the proposed change.

It should be noted, however, that there is a pending application for a car wash on the key-hole lot along Bruceville Road. Staff is confident that compatibility issues between the two uses can be addressed should both projects move forward.

Figure 6 – Location of Greensfelder Commercial Real Estate Request



Policy Direction Request #5D:

Provide direction on the request from Greensfelder Commercial Real Estate to modify the designation of its property from Commercial to Medium Density Residential.

Infill Policies

The City’s proposed Land Use Plan accommodates some development, and potential redevelopment, of sites within the existing City limits. This form of development, referred to as "infill," has both opportunities and challenges. Staff has prepared the attached draft Infill Policies (**Attachment 10**) for review and direction. Except as otherwise directed, it is staff’s intent to integrate this material into the Draft General Plan.

Key aspects of the draft Infill Policies include the following:

- Supporting new development within the existing City through investment in public infrastructure.
- Encouraging infill development proposals to develop at the maximum density and intensity allowed, where feasible and appropriate.
- Establishing incentives for development within the existing City limits.

Other sections of the General Plan will also address infill issues, including the Vehicle Miles Traveled (VMT) policies, annexation strategy, economic development policies, and infrastructure policies. Therefore, the draft presented is not an exhaustive list of policies in the General Plan that would relate to infill development.

Policy Direction Request #6:

Confirm whether the direction staff has taken on the Infill Policies is appropriate, and direct staff to move forward with incorporating these policies into the draft General Plan.

MOBILITY

Staff is seeking feedback and direction on two mobility components:

- Policies and procedures relative to mobility policies (roadway efficiency and Vehicle Miles Traveled (VMT)).
- Draft Roadway Sizing Diagram
- Direction on alignment of the Light Rail Corridor north of Laguna Boulevard and future station location.

Mobility Policies

LOS and VMT

When development projects or roadway improvements are proposed under the current General Plan, their design and operating characteristics are evaluated to determine the impacts on existing roadways, asking whether the associated impacts reduce the level of service, or LOS, for that segment or intersection. This analysis is done through a traffic model and results in a letter grade (A through F) for each studied roadway segment and intersection. The current Elk Grove General Plan includes policies to achieve a minimum of LOS D on all roadways and intersections in Elk

Grove at all times, with some allowances for certain roadways and intersections that do not currently meet this standard. The General Plan currently establishes and LOS level of D, with some exceptions for unique conditions, such as Old Town. Projects must be evaluated for consistency with this adopted standard under the California Environmental Quality Act (CEQA).

As discussed at the August study session, there are a number of issues with the LOS approach to evaluating roadway mobility. The State is preparing changes to CEQA that are expected to be approved in the near future. When fully implemented, these VMT standards will replace LOS as a traffic impact analysis in the transportation and traffic CEQA analysis with vehicle miles traveled (VMT). The VMT metric is intended to better reflect the impact of a proposed project on the environment, dovetailing with other analysis on air quality and greenhouse gas emissions. These changes are required by Senate Bill 743 of 2013 (SB 743). While the Council expressed a desire at the August study session to hold off on implementing a VMT standard until more direction is provided by the State, staff has found no new information on this topic, and staff does not expect further guidance from the State. Therefore, staff recommends that the City move forward at this time with implementation of SB 743 and the forthcoming regulations.

To implement SB 743 and the VMT Guidelines, staff has prepared a draft General Plan policy that would identify the thresholds of significance for future projects, as well as an accompanying draft section of the Transportation Analysis Guidelines. Essentially, the Transportation Analysis Guidelines act as an administrative tool for implementing the policy, providing guidance on how the VMT calculation is to occur and pre-screening criteria for certain types of projects. The City has similar guidelines today for LOS analysis, which would be replaced with the VMT standard going forward. The draft, provided as **Attachment 11** includes an introduction/summary discussion, and provides the following:

- Establishes VMT performance metrics by land use category and for the City as a whole, based upon the draft Land Use Plan.
- Establishes VMT performance metrics based upon the draft land use programs for the Study Areas.
- Identifies pre-screening criteria for certain projects based upon size and/or location that would be exempt from VMT analysis.

- Provides a process for approving projects that exceed the performance metrics consistent with the provisions of CEQA.

Staff believes these draft policies and procedures provide a balanced approach between implementation of the pending CEQA changes and obligations under SB 743, and maintaining local land use authority.

The Council also suggested at the August study session that the City retain LOS policies in the General Plan as a way of ensuring an efficient roadway system for residents and businesses. Having further analyzed this issue, planning and legal staff have concluded that retaining LOS presents CEQA compliance concerns by setting a threshold that may be viewed as inconsistent with the new VMT standard.

Therefore, staff is recommending an alternative process to ensure roadway efficiency and safety without using LOS. As indicated in Attachment 11, the efficiency and safety policy includes two parts:

1. For roadway segments, an “Average Daily Traffic Design Target” is identified. This target describes the general targeted capacity for various types of roadway segments, based upon their lane configuration and design characteristics (design speed, access control). Based upon Average Daily Traffic projections and design characteristics of a given roadway, the target lane configuration would be selected. This data is based upon criteria in the Highway Design Manual and follows engineering best practices.
2. For roadway intersections, the City would establish a series of Design Considerations. Basically, these are concepts/evaluation metrics that provide an analysis of the operations of an intersection. For instance, it would look at pedestrian safety/crossing time, bicycle comfort, queue lengths in turn pockets, and other operational aspects.

Additional provisions are included in both the segments and intersections to provide deviations from the targets based upon safety and site context (e.g., rural area). If this proposal is accepted and implemented into the General Plan, projects will be required to comply with both the Average Daily Traffic Design Target (to the extent called for in the policy) and the VMT standard. Note that where a project exceeds a mandated performance standard under CEQA, and the impacts cannot feasibly be mitigated to a less than significant impact, CEQA allows agencies to adopt a statement of overriding considerations, allowing the project to proceed despite a finding of significant and unavoidable impacts.

Roadway Sizing

Based upon the Average Daily Traffic Design Target, staff has prepared a Roadway Sizing Diagram, which illustrates the ultimate planned lane widths for the City's arterial and collector roads. The draft diagram, as recommended by staff, includes the following key components:

- Maintains two-lane roads within the Sheldon Rural Area, including Bradshaw Road.
- Maintains a two-lane Elk Grove Boulevard through Old Town.
- Targets lane reductions (sometimes referred to as "road diets") along select corridors for potential on-street bicycle (Class 2) and off-street trail improvements. Examples include but are not limited to:
 - Bruceville Road south of Laguna Boulevard
 - Harbour Point Drive
 - Elk Grove Boulevard east of Waterman

Staff analyzed six different roadway scenarios to arrive at this recommendation. All six are provided in **Attachment 11D** for reference. Staff is recommending Scenario 6.

Of special note are the lane configurations in the Rural Area, which have all been reduced to two lanes. Improvements would still be required at many intersections, consistent with the Rural Roads Policies and Standards. In most cases, these changes have minimal impact on the roadway system because the bottlenecks are predominantly caused by the intersections. However, Bradshaw Road is the exception to this. As the major north-south roadway in that area, it may be beneficial to leave the planned width at four lanes. This could also relieve some pressure on Waterman Road and Bader Road.

Policy Direction Request #7A:

Confirm whether the direction staff has taken on the Vehicle Miles Traveled (VMT) analysis and thresholds is appropriate and direct staff to move forward with incorporating this into the draft General Plan.

Policy Direction Request #7B:

Confirm whether the direction staff has taken on the roadway efficiency and safety policy is appropriate and direct staff to move forward with incorporating this into the draft General Plan.

Policy Direction Request #7C:

Provide direction on whether to incorporate Scenario 6 as the preferred roadway sizing diagram for the City; include specific direction on the sizing of Bradshaw Road.

Light Rail Corridor

As part of the discussions regarding preferred land uses for Opportunity Sites 2 and 3, there have been a number of questions regarding the future alignment of the light rail corridor and the siting of any future station(s). Historically, the City has been securing, through the development approval process, a 40-foot wide corridor along the east side of Big Horn Boulevard for this system. A 2009 technical study also documented this approach and showed a concept station at Sheldon/Bruceville.

The concern at this time is that this uniform approach does not reflect the unique conditions along Big Horn from Bruceville to Laguna Boulevard. Specifically, this design, when fully implemented, would eliminate many driveway accesses to properties. Therefore, beginning in 2015, staff began exploring a revised design that would place the corridor within the median of Big Horn from Bruceville to Laguna. Conceptual drawings of this alignment have been prepared and are included in **Attachment 12**. Staff has reviewed this concept with land owners and with Regional Transit; while additional engineering and design work is necessary, this design is the most feasible.

The remaining issue for this segment of the corridor is where the future station should be located. Again, historically the City has contemplated one at the corner of Sheldon and Bruceville, with the next station south being at the intersection of Laguna and Big Horn. This Bruceville station could be located on either Opportunity Site 2 (the Sheldon Farms site) or on Opportunity Site 3 (the Arson property). However, in order for it to be viable, the station needs to be supported by a diverse range of land uses (e.g., residential, commercial, office) at higher densities (e.g., above 30 dwelling units per acre), integrated with surrounding uses through both complementary uses and pedestrian connections. In this regard, Opportunity Site 2 provides the greatest flexibility since it is over 80 acres in size. Opportunity Site 3 could also work because it is located across the street from the Wackford Community Center/Laguna Community Park and other commercial and residential uses. While an in-depth analysis of these sites has not been conducted, the respective property owners are interested in developing their sites in the near future and are looking for

direction from the City. The decision on station location should be coordinated with the choice of the preferred land plan.

Policy Direction Request #8A:

Confirm the direction staff has taken on the Light Rail Alignment between Sheldon and Laguna and incorporate this into the draft General Plan.

Policy Direction Request #8B:

Provide direction on the preferred location for a future light rail station along Bruceville Road (Opportunity Site 2 or Opportunity Site 3).

REVISED VISION AND SUPPORTING PRINCIPLES

At the December 2015 study session, staff presented and the City Council/Planning Commission reviewed and directed a draft Vision statement and Supporting Principles for the General Plan. It was agreed at that meeting that these materials should be re-reviewed at the end of the policy and land use discussion (at the conclusion of this study session).

Staff has reviewed the draft Vision and Principles and is recommending some minor adjustments as provided in **Attachment 13**. These changes are relatively minor in nature.

Policy Direction Request #9:

Confirm the staff-recommended changes to the Vision and Supporting Principles for incorporation into the draft General Plan.

GENERAL PLAN DOCUMENT OUTLINE

State law requires that the General Plan include seven mandatory elements and allows for additional elements to be added at the discretion of the local agency. Additionally, all elements have the same level of importance and legal weight, and the plan must be an “integrated, internally consistent and compatible statement of policies.” The term “element” is not specifically defined in the law; a common dictionary definition of the term is “parts or aspects of something abstract.” Many local agencies have implemented the law by the common practice of having each element as an individual chapter of their general plan. This is how Elk Grove’s 2003 General Plan is structured.

However, State law also specifically provides that a general plan “may be adopted in any format deemed appropriate or convenient by the” city, including combining elements. This flexibility is also discussed in the

State's General Plan Guidelines. Some cities have elected to use this flexibility to present their General Plan in ways that better reflect their local issues or context. Two examples are the City of Sacramento and the City of San Jose, where broader terms are used to incorporate multiple elements under one chapter.

When the General Plan Update started, the Council and Planning Commission discussed and directed staff to explore a specific set of issues – referred to as key topics. These key topics have evolved into the Supporting Principles. As it happens, most of the Supporting Principles connect to one or more of the required elements, or to an optional element the City has historically included in the General Plan (e.g., economic development). Based upon these prior discussions and directions, staff is recommending that the new General Plan be organized around these Supporting Principles.

Attachment 14 is the proposed Annotated Table of Contents for the new Elk Grove General Plan. In addition to being organized around the Supporting Principles, it is also structured to present information in a more approachable way for the average resident by focusing on *The Elk Grove Story* – where the City has been, where it is going, and how it is going to get there. Goals and policies are structured around themes, such as the Rural Area, Land Use and Housing, Community and Resource Protection, and Health and Safety. Staff believes this approach, rather than the structure of the existing General Plan, is more user friendly because it highlights (and even relies upon) the interrelationships of the various elements, goals, and policies. The structure retains all of the required components and can still be easily used as part of the development review process, to evaluate prospective City actions, and achieve the needs of the City. Note that this organization is a substantial restructuring and staff would not be able to provide a “track changes” comparison to the current General Plan; however, staff could highlight which policies are existing and which are new.

Policy Direction Request #10:

Provide direction to proceed with the development of the new General Plan based upon the draft outline provided in Attachment 14.

CONCLUSION AND NEXT STEPS

Direction on the above items will provide staff with the necessary information to prepare the balance of the draft General Plan. Staff expects

to have the Notice of Preparation for the Environmental Impact Report (EIR) released in April of 2017 and the draft General Plan and EIR available for review in the summer of 2017.

ATTACHMENTS

1. Summary of Policy Direction: Critical Policy Topics
2. Proposed Land Use Category Descriptions (Revised)
3. Results of Land Use Plan Public Outreach
4. Draft Land Use Plan
 - A. Alternative Land Plan A – Existing + Clean Ups
 - B. Alternative Land Plan B – Recommended Alternative
 - C. Alternative Land Plan C – Optional Alternative
5. Opportunity Site Recommendations Summary
6. Correspondence on the Opportunity Site Recommendations
 - A. Letter regarding Sheldon Farms (Opportunity Site 2)
 - B. Letter re Arson Property (NEC Bruceville and Big Horn)
 - C. Correspondence regarding Opportunity Site 5
 - D. Petition regarding Opportunity Site 7
7. Draft Annexation Strategy
8. Performance Indicators of the Alternative Land Plans
9. Property Owner Requests
 - A. AKT Request on Deer Creek 422 property (Potential Study Area 5)
 - B. Ladera Triangle Point (Mosher at Grant Line)
 - C. PCBP Properties (Waterman Road)
 - D. Greensfelder Commercial Real Estate (Laguna/Bruceville)
10. Draft Infill Policies
11. Draft Mobility Policies and Implementation
 - A. Introduction/Overview
 - B. Draft Policies (VMT and LOS)
 - C. Draft Transportation Analysis Guidelines (VMT Portion Only)
 - D. Roadway Sizing Alternatives Analysis and Proposed Roadway Sizing Diagram
12. Light Rail Corridor Concept, Segment: Sheldon to Laguna
13. Draft Vision and Supporting Principles (Revised)
14. Proposed General Plan Annotated Table of Contents

Summary of Policy Direction: Critical Policy Topics



This document memorializes direction received from the City Council and Planning Commission at a series of study sessions regarding nine critical policy topics (identified below) and summarizes the approach for each topic based on direction received, including next steps moving forward in the General Plan Update process.

Critical Policy Topic	Study Session Date
Specific Plans and Special Planning Areas	May 26, 2016
Community and Area Plans	May 26, 2016
Governance	July 28, 2016
Complete Streets	July 28, 2016
Fixed Transit	July 28, 2016
Jobs/Housing	July 28, 2016
Clustering	August 25, 2016
Annexation Strategy	August 25, 2016
Mobility System Standards	August 25, 2016

The nine critical policy topics were identified during the General Plan Update process as warranting further examination and discussion. Policy topic papers were prepared to provide a brief summary and discussion of the issues related to the topic with recommended goals and policies or options for how to address the issue within the General Plan Update process. The intent of the papers was to receive input and direction from the City Council and Planning Commission on the policy topics and confirm the approach on each topic for incorporation into the General Plan Update.

SUMMARY OF DIRECTION

Following is a summary of each of the nine critical policy topics, as presented in the paper, a summary of staff's recommendation, the discussion and direction received from City Council and Planning Commission, and a summary of the approach or next steps for each topic moving forward in the General Plan Update.

Specific Plans and Special Planning Areas

Staff examined the tools and methods used to guide and manage land development in the City's existing Specific Plans and Special Planning Areas (SPAs). The purpose was to determine which of these planning documents are still effective and which ones should be streamlined, updated, or repealed.

Staff Recommendation

Staff recommended the repeal of the East Elk Grove Specific Plan, East Franklin Specific Plan, Laguna Community/Floodplain SPA, Laguna Gateway SPA, and Calvine Road/Highway 99 SPA. The following actions for each of the plan areas were recommended following the repeal:

- East Elk Grove Specific Plan. Establish an overlay zoning district for the plan area to retain unique development standards and incorporate key policy components of the East Elk Grove Specific Plan into the General Plan through a new Community Plan.
- East Franklin Specific Plan. Establish an overlay zoning district for the plan area to retain unique development standards.
- Laguna Community/Floodplain SPA. Establish a new future land plan for the area in the General Plan.
- Laguna Gateway SPA. Rezone properties in the area consistent with the current uses and the General Plan.
- Calvine Road/Highway 99 Special Planning Area. Establish an overlay zoning district for the plan area to retain unique development standards.

Discussion and Direction from City Council and Planning Commission

City Council and Planning Commission agreed with the recommendations made by staff. Feedback included adequately involving residents within the plan areas in any changes to land use and zoning, and ensuring that the zoning is appropriate for the areas and adequately implements the land use categories.

Summary of Approach

Proceed with the proposed actions in the Specific Plans and Special Planning Areas policy paper.

Community and Area Plans

Certain areas of Elk Grove may have unique conditions and long-range objectives that would benefit from more detailed local policies distinct from, or in addition to, the Citywide policies enacted in the General Plan, such as the Southeast Policy Area. Additional areas for consideration include the Sheldon/Rural Area, East Elk Grove, and Central Elk Grove. Staff outlined the advantages and disadvantages of implementing community plans for these areas.

Staff Recommendation

Staff recommended the following actions:

- Further formalize provisions in the General Plan for the establishment and implementation of both existing and potential future community plans.
- Retain the Southeast Policy Area Community Plan in the draft General Plan.
- Establish a new Sheldon/Rural Area Community Plan as part of the draft General Plan.
- Establish a new East Elk Grove Community Plan, which replaces the East Elk Grove Specific Plan, as part of the draft General Plan.
- Establish a new Central Elk Grove Community Plan as part of the draft General Plan.

Discussion and Direction from City Council and Planning Commission

The City Council and Planning Commission were in support of the recommendations presented in the policy paper, with the additional recommendation that the Sheldon commercial area be included in the community plan policies for the Sheldon/Rural Area.

Summary of Approach

Proceed with the proposed actions in the Community and Area Plans policy paper with the incorporation of the Sheldon commercial area into the Sheldon/Rural Area Community Plan.

Note that a community plan for “Central Elk Grove” may be deferred to a later date. Staff is concerned that not enough feedback has been collected from residents and stakeholders in this area to make this section of the General Plan meaningful. The General Plan will include the necessary “infrastructure” to add a community plan for this area at a later date.

Governance

The City of Elk Grove uses a variety of methods to guide decision-making and include the public in the decision-making process. For this topic, staff outlined the governmental and regulatory framework of the City of Elk Grove, the decision-making process for municipal and planning activities, and proposed actions to ensure the process is clear, transparent, and allows the opportunity for public input.

Staff Recommendation

Staff recommended a number of goals and policies pertaining to governance for incorporation into the General Plan, which focused on implementing a transparent and collaborative decision-making process and providing information to encourage an engaged and informed community.

Discussion and Direction from City Council and Planning Commission

Comments on the Governance policy paper reinforced the recommended policies to provide information that would facilitate public involvement and understanding of the decision-making process (e.g., a list of acronyms, procedures for City boards and commissions). Additional comments directed staff to ensure that progress toward goals can be measured, such as including measurable performance objectives in the General Plan, as well as potentially publishing the performance information in an open data source. Predictability in the process, including what outreach is required and what criteria is used to make decisions, was also discussed.

Summary of Approach

Proceed with the proposed goals and policies in the Governance policy paper with the following clarifications:

- Define terms used in the policies so there is a universal understanding of intent (e.g., “major projects”).
- Include action items that implement recommended policies, such as how and what information can be made available to the public (e.g., board and commission procedures, project review processes).

Staff will also explore the incorporation of measurable performance objectives for plan implementation relative to governance.

Complete Streets

The State passed the Complete Streets Act in 2008, which requires cities and counties to include complete streets policies “that meets the needs of all users ... in a manner that is suitable to the rural, suburban, or urban context”. For this topic, staff reviewed the existing transportation network in Elk Grove and made recommendations for additional policies the City should consider to be in compliance with the Complete Streets Act, recognizing that there are areas in the City that require special considerations for context (e.g., the Rural Area).

Staff Recommendation

Staff recommended the identification of targeted street segments in the Rural Area on the General Plan Circulation Map that may be the focus for developing street-specific mobility improvements; identification of pedestrian-oriented areas on the General Plan Land Use and/or Circulation Map to guide applicability of targeted policies and design considerations, and a number of goals and policies that focused on providing a transportation system that addresses the needs of transit, vehicular, bicycle, and pedestrian users. Specific policies were recommended requiring updated transportation improvement standards that would be appropriate in the rural, suburban, and urban contexts.

Discussion and Direction from City Council and Planning Commission

The following direction was provided regarding the recommended Complete Streets policies:

- Consider the character of neighborhoods and rural areas when determining what components of a complete street to include. The project team should ensure flexibility in the application of complete streets policies and minimize impacts to the rural roads of Elk Grove.
- The General Plan should provide standards or performance metrics for key design considerations, such as the number of crosswalks needed to ensure safety on an identified corridor. This would provide guidance for implementation through master plan documents (e.g., the Bicycle, Pedestrian, and Trails Master Plan).
- The safety of certain segments of road is a key issue that needs to be fully addressed, with a focus on pedestrian and bicycle traffic. This includes separating bike lanes and examining the feasibility of implementing a multimodal level of service metric.
- Incorporate more flexibility in determining how the BPTMP is implemented by refining the terms used in policy language (e.g., “implement” may be too strong, additional guidance may be necessary to clarify who gets to make the determination of consistency).
- Clarify the time frame for identifying focused mobility improvements and facilities (e.g., relative to the Rural Area improvements).
- Provide further policy direction on bike sharrows and green lanes as well as any other means of reminding drivers of bicycle facilities and improving bicycle safety.

Summary of Approach

Proceed with the proposed actions in the Complete Streets policy paper with the following modifications:

- Allow for flexibility in implementation of focused improvements in the Rural Area that are in keeping with the character of the area. Clarify through the implementation plan any anticipated timing or process for identifying focused improvements. It is likely that this will be incorporated into the Sheldon Community Plan.
- Explore the incorporation of more specific guidance on design and spacing of improvements, particularly as they relate to bicycle and pedestrian connections while considering the safety for all modes of transportation. This would include consideration of policy direction on bike sharrows, green lanes, and other means of enhancing the bicycle network.

Fixed Transit

Fixed transit refers to the system of buses, trains (e.g., light rail, heavy rail), and any other public transportation options that run on an established route in accordance with a preset schedule. Staff reviewed the existing and planned fixed transit services in Elk Grove and outlined the various models and levels of service beneficial to different land use types, population densities, and funding availability.

Staff Recommendation

Recommendations from staff included amending the General Plan Land Use Map and/or land use designation descriptions to provide for increased densities and a mix of uses on opportunity sites throughout the Planning Area to support existing and future transit services, where appropriate.¹ In addition, staff also proposed goals and policies relative to fixed transit that focused on increasing the efficiency of service, procuring funding, and providing convenient, safe, and connected routes and facilities.

Discussion and Direction from City Council and Planning Commission

Direction from the City Council and Planning Commission regarding fixed transit services was supportive of staff recommendations with comments regarding the need to establish a robust transit network that is capable of serving the growing communities without the need for frequent reevaluation. This network would include and support a high quality transit corridor with densities that could support it in key locations. Some concern was expressed over the location of the multi-modal transit center shown on the map as there has not yet been a final determination on its ultimate location.

Summary of Approach

Proceed with the actions recommended in the Fixed Transit policy paper with the following modifications:

- Identify existing and planned locations of a high quality transit corridor, to the extent feasible.
- Prioritize the provision of transit services to areas of the City that can support the service, rather than trying to provide services citywide.
- Remove the multi-modal transit center from the map until a final location can be determined.

¹ In the subsequent months since the preparation of this policy paper, staff has recommended land use alternatives for each of the opportunity sites and a recommended land use plan has been developed, based on public and City input.

Jobs/Housing

The ratio of available jobs to available housing is part of evaluating the economic health of a City and determining the need to attract and retain employment generated uses or housing development. Elk Grove has a high number of commuters living in the City, with approximately 25 percent of jobs available in Elk Grove being held by an Elk Grove resident. The policy paper included discussion of the influencing factors on economic health, including the quality of jobs available, wages offered, and whether resident skills and education matched the jobs available in the City as well how Elk Grove's location in the region may affect these factors.

Staff Recommendation

Staff recommended a number of goals and polices focused on achieving a higher jobs/housing balance and improving employment options for Elk Grove residents. The policies addressed providing a range of housing options, local employment opportunities, establishing a new regional employment center in Elk Grove, and ensuring balanced and diverse economic growth. Staff also recommended the following jobs/housing balance objectives:

- 1.0:1 jobs/housing balance by 2025
- 1.2:1 jobs/housing balance by 2040

Discussion and Direction from City Council and Planning Commission

The City Council and Planning Commission generally agreed that they wanted to set more aggressive jobs/housing targets, recognizing that the City does not control all the factors that influence the jobs/housing ratio. Direction was given to consider additional measures of economic health, such as new jobs added, with a focus on considering local workforce skills and needs, in coordination with the City's Economic Development staff. There was also consensus that the City should set a goal for establishing a Major Employment Center in the City, consistent with SACOG's definition.

Summary of Approach

Proceed with the actions recommended in the Jobs/Housing policy paper, except as modified or augmented as follows:

- Establish more aggressive jobs/housing ratio targets for 2025 and 2040. Based upon additional calculations by staff, the following targets are suggested:
 - 1.2:1 jobs/housing ratio by 2025
 - 1.4:1 jobs/housing ratio by 2040
- Incorporate action items that will provide additional information on the factors influencing economic health (e.g., requiring studies that provide additional information on local workforce skills). Action items should be coordinated with and support economic development activities.

Clustering Policy

Clustering refers to setting density requirements for an entire specified area rather than on a per lot calculation. This allows more flexibility in designing and placing structures, and can aid in the preservation of natural features and open space. The policy paper examined the City's current clustering policy and discussed a variety of considerations in how the policy is implemented including: determination of compatibility with surrounding development, applicability to projects in the Rural Area, the types of resource areas that can be preserved through clustering, and how to determine General Plan-Zoning consistency.

Staff Recommendation

Staff presented the following actions for each of the four considerations discussed in the paper:

- Determination of compatibility. Require that the scale of new clustered development be consistent with the character of existing development and planned future land uses in surrounding areas.
- Rural Area applicability. Continue to prohibit application of the clustering policy in the Rural Area.
- Resource types for preservation. Expand the applicability of the clustering policy to continue to protect natural features and open space and add protections of active agricultural uses and historic or cultural resources.
- General Plan-Zoning consistency. Three options were presented for addressing General Plan-Zoning consistency through the General Plan update. Staff ultimately recommended a combination of the following two options:
 - Option A: Continue to Utilize Special Planning Areas. Allow implementation through the creation and adoption of new Special Planning Area zoning districts, which allow for mixing of land uses.
 - Option C: Adopt a New Clustering Permit. Establish a new Clustering Permit that allows for modified development standards such as setbacks, minimum lot size, and lot coverage limitations consistent with the underlying General Plan land use designation for the subject property. The Clustering Permit would be approved by the Planning Commission as part of subdivision approval.

Discussion and Direction from City Council and Planning Commission

Discussion with the project team clarified the intent of clustering as a simpler alternative to a Special Planning Area (SPA) in appropriate circumstances. Consideration should be made for where and how the "agrihood" concept is implemented, including within the Rural Area. City Council and Planning Commission was divided on allowing clustering in the Rural Area and would like further research on how clustering may be implemented in the Rural Area; however, if clustering is permitted in the Rural Area then development should still require wells and septic systems.

Summary of Approach

Proceed with the actions recommended in the Clustering policy paper, except as modified or augmented as follows:

- Define project thresholds provide clear guidance on when an SPA is to be used to implement the clustering policy and when it is not necessary.
- If clustering is to be allowed in the Rural Area, the policy must clearly state that development remain on wells and septic systems.

Annexation Strategy

Accommodating new growth while maintaining existing character is a challenge in Elk Grove, necessitating a growth strategy that provides a balance between new growth opportunities while still providing adequate services in the existing City limits. Staff outlined the opportunities and challenges with both infill and expansion methods to accommodate growth, and identified options for an annexation strategy that would be consistent with the City's goals and previous direction relative to growth outside the existing City limits.

Staff Recommendation

Staff presented a number of considerations in developing an annexation strategy for the future growth of the City, including the following options for how planning could occur within the Study Areas:

1. Comprehensive land planning. The City could require that a detailed, General Plan level land use plan be prepared for an entire Study Area prior to or in conjunction with consideration of a specific development application.
2. Augmenting the programmatic land principles. The General Plan would continue to not include a land plan for the Study Areas and the Programmatic Land Principles would be incorporated. Additional information would be added that describes more universally the City's desires for organizing land uses.
3. Dividing the Study Areas into smaller areas. The City could divide the Study Areas into smaller components. The intent of this option would be to further the comprehensive land planning requirement in Option 1 above, but not at a scale that impacts market feasibility.
4. Combining the Study Areas into larger areas. The Study Areas would be combined into one or two consolidated planning areas.

Staff also requested direction on requiring the following evaluation criteria for annexation requests:

- Compliance with the land use program and design principles (programmatic land principles).
- Demonstrated market demand.
- Furtherance of the community vision.
- Demonstrated service availability.

Discussion and Direction from City Council and Planning Commission

City Council and Planning Commission agreed that the City should establish an annexation strategy to ensure accommodation of new growth, preservation of community character, and to minimize impacts from outward growth. The primary direction for the development of this strategy is to maintain flexibility in the annexation requirements and parameters, and that the City still consider and promote infill first, where possible. There was a preference for Option 2, Augmenting the Programmatic Land Principles, for how to proceed with planning for development in the Study Areas. City Council and Planning Commission also generally agreed with the four evaluation criteria for annexation requests, with some potential hesitation around the requirement of

a market study to demonstrate market demand. A request was made for clarification on what such a market study would include, and a request that any study include the impacts of areas outside of the Study Area.

Summary of Approach

Proceed with drafting the annexation strategy to include:

- Land principles and performance standards for each Study Area based on the approach identified in Option 2, Augmenting the Programmatic Land Principles.
- Evaluation criteria as recommended, with options on how to demonstrate market demand and potential options for what constitutes a community benefit.
- Infill and expansion policies.

A draft annexation strategy will be presented at the Study Session for further discussion and direction.

Mobility System Standards

Currently, as part of project assessment under the California Environmental Quality Act (CEQA) the impact of a proposed project on vehicle level of service (LOS) must be evaluated. LOS measures the congestion level on a roadway segment or intersection and is an indication of the comfort and convenience associated with driving. In 2013, Senate Bill (SB) 743 was passed requiring the Governor's Office of Planning and Research (OPR) to revise the CEQA Guidelines to replace LOS with an alternative method of transportation impact analysis. The recommended method is to analyze vehicle miles travelled (VMT) in lieu of LOS.

Staff analyzed policy options for compliance with SB 743 based on applicability to Elk Grove, and presented a number of considerations for the City when considering ways to comply with the transition from LOS to VMT for transportation impact analysis, as well as an option for retaining LOS as a General Plan policy.

Staff Recommendation

Staff requested confirmation on the following approach:

- Establish a land use type-based approach to setting VMT reduction targets, recognizing that alternatives to this approach may be recommended based on further analysis to determine the feasibility of implementing one or more components of the approach.
- Prepare a new policy on roadway efficiency that replaces LOS. The new policy would identify that the City desires a robust and efficient roadway network that provides access to properties in a safe and convenient manner, but that the design of specific intersection and roadway segment improvements should balance these needs with the role and function of the subject roadway, character of the surrounding area, cost to complete the improvement, and ongoing maintenance obligations.
- Submit a proposal for VMT-based CEQA significance thresholds that are aligned with the policies and targets identified in the draft General Plan.
- Prepare revisions to the Citywide Roadway Fee Program that is aligned with the updated policies, targets, and roadway improvements identified in the draft General Plan. Under this approach, the Roadway Fee Program would function as a "fair-share" funding mechanism for roadway improvements.
- Develop options for mitigation of VMT impacts that are viable in the local context. Potential measures identified by OPR that may be applicable include increasing access to high-quality transit, improved pedestrian and bicycle networks, commute reduction programs, and increased connectivity to the project site.

Discussion and Direction from City Council and Planning Commission

City Council and Planning Commission recognized the need to transition from LOS to VMT; however, they would like to see additional information on VMT and the forthcoming standards to fully understand the change. Specifically, additional information on how any proposed policies or standards would be implemented and what flexibility could be provided in the standard will need to be provided so additional discussion and direction can be confirmed. There was also some hesitancy to eliminate the LOS standard

completely. The consensus was to retain a LOS policy or potentially replace it with a similar roadway sizing or efficiency policy.

Summary of Approach

Staff will draft VMT policies and thresholds based on the recommended approach included in the Mobility System Standards policy paper. Additional explanation will be provided in the draft policies and thresholds to demonstrate how such policies will be implemented, including future project reviews for consistency with the proposed standards. Staff will also prepare a replacement LOS policy, measuring system capacity and facilitates effective and reasonable roadway sizing and improvements.

A draft of the mobility policies will be presented at the Study Session for further discussion and direction.

Elk Grove General Plan Update Proposed Land Use Designations



Population Density and Building Intensity Standards

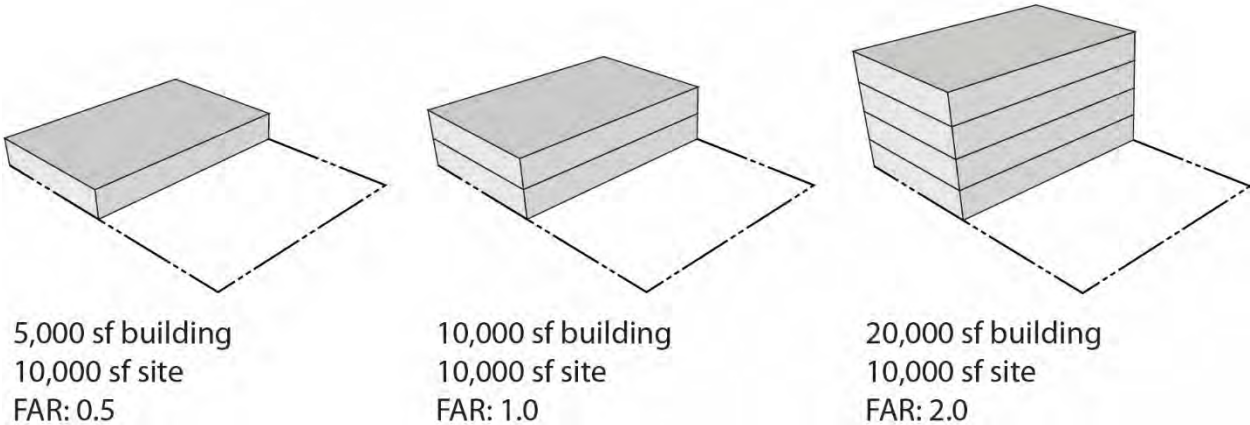
The Government Code requires that the land use element of a general plan “include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.” For residential designations, a statement of dwelling units per acre (du/ac) allowed satisfies the population density requirement and has been incorporated into the residential land use descriptions below.

For nonresidential designations (e.g., commercial, industrial, public facilities), the Governor’s Office of Planning and Research clarifies that the building intensity “will define the concentration of use.” Standard practice in satisfying this requirement is identifying a maximum floor area ratio for nonresidential land use designations, which has been incorporated into the nonresidential land use descriptions below.

Floor Area Ratio

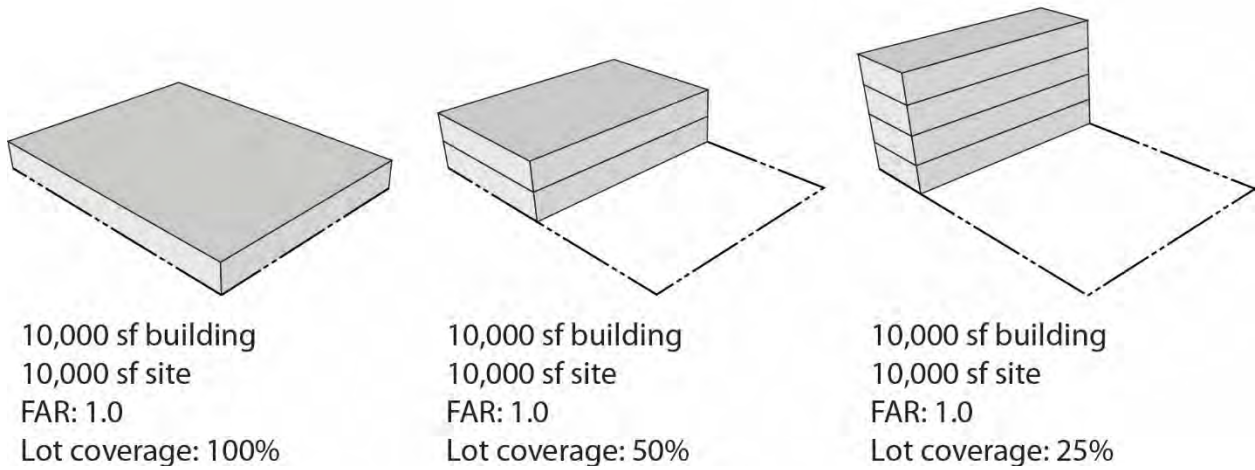
Floor area ratio (FAR) is a calculation of building intensity that measures the gross floor area of a building divided by the total net area of the site, expressed as a ratio. The higher the FAR, the more intense the building may be on a site. For example, a site with 10,000 square feet of net land area would have a different FAR depending on the size of the building placed on the site, as shown in **Figure 1**.

Figure 1: FAR Calculations



Including a maximum FAR for each of the nonresidential land use designations establishes a limit on the allowed building square footage, or intensity of the building, for a site. However, the FAR does not dictate how the building square footage must be distributed on a site. For example, a FAR of 1.0 could be implemented in multiple ways on the same site, as shown in **Figure 2**.

Figure 2: FAR Distribution



Maximum FAR represents one among many standards for future development. Where a building may be placed on a site and how tall a building may be will still be governed by development standards in the Zoning Code, including building height and setback requirements, lot coverage allowances, and parking requirements.

Proposed Land Use Designation Descriptions

The following describes the proposed land use designations and the accompanying development characteristics for each. The categories are grouped into five classes as follows:

- Commercial and Employment Land Uses
- Mixed Use Land Uses
- Public/Quasi-Public and Open Space Land Uses
- Residential Land Uses
- Other Land Uses

Commercial and Employment Land Use Designations

Community Commercial (CC)

Generally characterized by retail and service uses that meet the daily needs of residents in surrounding neighborhoods and community needs beyond the surrounding neighborhood. Community Commercial uses may consist of a unified shopping center with or without a major anchor store. Retail and service uses are predominant, with limited office and professional spaces allowed. Limited residential uses may be allowed when integrated with non-residential uses within an approved District Development Plan and consistent with zoning.

Community Commercial uses are generally oriented along at least one major roadway offering primary access.

Community Commercial (CC) Development Characteristics		
Residential Density (where allowed):	Minimum: 15.1 du/ac	Maximum: 40 du/ac
Building Intensity:	Maximum FAR of 1.0	

Regional Commercial (RC)

Generally characterized by retail and service uses that serve a regional market area. Regional Commercial uses typically consist of a unified shopping center with major anchor stores and encompass a larger total area than Community Commercial uses. Retail and service uses are intended to be the predominant use. Office and professional uses are also allowed. Limited residential uses may be allowed when integrated with non-residential uses within an approved District Development Plan and consistent with zoning

Regional Commercial uses are generally located near intersections of two or more major roadways offering primary access.

Regional Commercial (RC) Development Characteristics		
Residential Density (where allowed):	Minimum: 15.1 du/ac	Maximum: 40 du/ac
Building Intensity:	Maximum FAR of 1.0	

Employment Center (EC)

Generally characterized by office uses and professional services or research and development facilities, which may include limited supporting and ancillary retail services. Limited light industrial spaces are allowed, generally as accessory uses.

Employment Center (EC) Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 2.0

Employment Centers may be located near residential areas with good transportation access.

Light Industrial/Flex (LI/F)

Generally characterized by a diverse range of light industrial uses, including limited manufacturing and processing, research and development, fabrication, wholesaling, warehousing, or distribution activities. Includes manufacturing, processing, fabrication, and similar activities that occur entirely within an enclosed building. Provides for flexibility in developing a greater amount of office uses and professional services than would be allowed in the Light Industrial designation. Limited supporting retail uses are also allowed.

Light Industrial/Flex (LI/FX) Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 1.5

Light Industrial/Flex areas may serve as buffers between Heavy Industrial areas and residential and other sensitive land uses, and are generally located in areas providing adequate access and goods movement.

Light Industrial (LI)

Generally characterized by a diverse range of light industrial uses, including limited manufacturing, processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, or distribution activities. Includes manufacturing, processing, fabrication, and similar activities that occur entirely within an enclosed building. Ancillary office spaces and supporting retail uses are also allowed.

Light Industrial (LI) Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 1.5

Light Industrial areas may serve as buffers between Heavy Industrial areas and residential and other sensitive land uses, and are generally located in areas providing adequate access and goods movement.

Heavy Industrial (HI)

Generally characterized by heavy industrial uses, including manufacturing, processing, fabrication, utility

Heavy Industrial (HI)	
-----------------------	--

equipment and service yards, assembly, wholesaling, warehousing, and distribution activities occurring inside or outside of an enclosed building. Ancillary office spaces are also allowed.

Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 1.5

Heavy Industrial areas are generally located away from residential and other sensitive land uses in areas providing adequate access and goods movement.

Mixed Use Land Use Designations

Village Center Mixed Use (VCMU)

Generally characterized by pedestrian-oriented development, including integrated public plazas, with mixes of uses that focus on ground-floor commercial retail or office uses and allow residential or office uses above. Vertical integration should be prioritized along public transportation corridors and in activity nodes. Single-use buildings may also be appropriate when integrated into the overall site through horizontal mixes of uses, including public plazas, emphasizing pedestrian-oriented design. The predominant use is intended to be office, professional, or retail use in any combination, and may be supported by residential uses.

Village Center Mixed Use (VCMU) Development Characteristics	
Residential Density:	Minimum: 12.1 du/ac Maximum: 40 du/ac
Building Intensity:	Maximum FAR of 2.0

Village Centers are generally located along transit corridors with access from at least one major roadway. Secondary access may be allowed from minor or local roadways.

Residential Mixed Use (RMU)

Generally characterized by pedestrian-oriented development, including integrated public plazas, with vertical mixes of uses that feature ground-floor activity spaces, live-work units, or retail or office uses and allow residential uses above. Single-use buildings may also be appropriate. The predominant use is intended to be residential uses supported by commercial or office uses.

Residential Mixed Use (RMU) Development Characteristics	
Residential Density:	Minimum: 15.1 du/ac Maximum: 40 du/ac
Building Intensity:	Maximum FAR of 2.0

Residential Mixed Use areas are generally located along transit corridors with access from at least one major roadway. Secondary access may be allowed from minor or local roadways. These areas may also serve as buffers between commercial or employment land uses and residential areas.

Public/Quasi-Public and Open Space Land Use Designations

Parks and Open Space (P/OS)

Includes public and private parks, public plazas, trails, paseos, and similar features that provide off-street connectivity, and similar spaces not included in the Resource Management and Conservation designation. Lands designated as Parks and Open Space are oriented toward active uses, rather than passive open space uses, which are included in the Resource Management and Conservation designation. May also include commercial recreation facilities principally oriented toward outdoor use.

Parks and Open Space (P/OS) Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 0.3

Resource Management and Conservation (RMC)

Includes both public and private lands, including but not limited to lands used for habitat mitigation, wetland protection, and floodways. Lands designated as Resource Management and Conservation are oriented toward passive open space uses, rather than active uses, which are include in the Parks and Open Space designation.

Resource Management and Conservation (RMC) Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 0.1

Public Services (PS)

Includes lands owned by the City of Elk Grove, the Elk Grove Unified School District or other public school districts, the Cosumnes Community Services District (with the exception of public parks), and other public agencies. Public Services also includes other institutional uses such as higher education, private schools, cemeteries, or post offices. This designation does not include hospitals or churches, which are accommodated in other designations, including Employment Center and Residential designations, respectively.

Public Services (PS) Development Characteristics	
Residential Density:	N/A
Building Intensity:	Maximum FAR of 2.0

Residential Land Use Designations

Rural Residential (RR)

Generally characterized by large-lot rural residential development. Limited agricultural uses and animal keeping are also allowed. Lot sizes typically range from 2 to 10 acres.

Rural Residential (RR) Development Characteristics	
Residential Density:	Minimum:0.1 du/ac Maximum: 0.5 du/ac
Building Intensity:	N/A

Estate Residential (ER)

Generally characterized by large-lot residential development, including but not limited to ranchette or estate homes. Lot sizes typically range from 0.25 to 2 acres.

Estate Residential (ER) Development Characteristics	
Residential Density:	Minimum:0.51 du/ac Maximum: 4.0 du/ac
Building Intensity:	N/A

Low Density Residential (LDR)

Generally characterized by single-family detached residential development. Lot sizes typically range from 6,000 to 10,000 square feet.

Low Density Residential (LDR) Development Characteristics	
Residential Density:	Minimum:4.1 du/ac Maximum: 7.0 du/ac
Building Intensity:	N/A

Medium Density Residential (MDR)

Generally characterized by small-lot single-family residential development (attached or detached), duplexes, townhomes, garden apartments, or apartments.

Surrounding land uses, existing or planned amenities, and accessibility should be considered when determining appropriate densities for developments within the Medium Density Residential range. Developments located along transit corridors or in close proximity to non-residential uses should develop at the higher end of the density range.

Medium Density Residential (MDR) Development Characteristics	
Residential Density:	Minimum:7.1 du/ac Maximum: 15.0 du/ac
Building Intensity:	N/A

High Density Residential (HDR)

Generally characterized by attached homes, townhomes, garden apartments, and apartments.

High Density Residential (HDR) Development Characteristics	
Residential Density:	Minimum: 15.1 du/ac Maximum: 40.0 du/ac
Building Intensity:	N/A

Other Land Use Designations

Agriculture (AG)

Generally characterized by agricultural lands. May include ancillary uses that support agricultural production or processing, including but not limited to warehousing or packing sheds. Residential uses are also allowed with a limit of one dwelling unit per parcel.

Agriculture (AG) Development Characteristics	
Residential Density:	Maximum: 0.5 du/ac
Building Intensity:	Maximum FAR of 0.3

Study Area (SA)

Includes lands outside the current City limits that have been identified for further study by the City. Any potential annexation and development of these areas shall be consistent with the applicable provisions of the General Plan.

Study Areas (SA) Development Characteristics	
Residential Density:	Varies, subject to compliance with the applicable land use program
Building Intensity:	

Tribal Trust Lands (TTL)

Lands held in trust by the United States of America for a Native American Tribe.

Tribal Trust Lands (TTL) Development Characteristics	
Exempt from local regulations	

GENERAL PLAN UPDATE



Online Workshop + Listening Sessions Land Use Alternatives

Summary Results

Overview

- Online workshop live from July 11 – August 1, 2016
- Showed land use alternatives and existing conditions for 7 opportunity sites within the City and 4 study areas outside of city limits
- Participants asked to select their preferred alternative and provide additional comments

Key Takeaways

- Total Participants: **349***
- Average participation for each area/site: **84**
- Number of sites/areas where a majority or participants preferred Alternative A (existing General Plan): **6**
- Number of sites/areas where a majority of participants preferred a new land use map: **4**

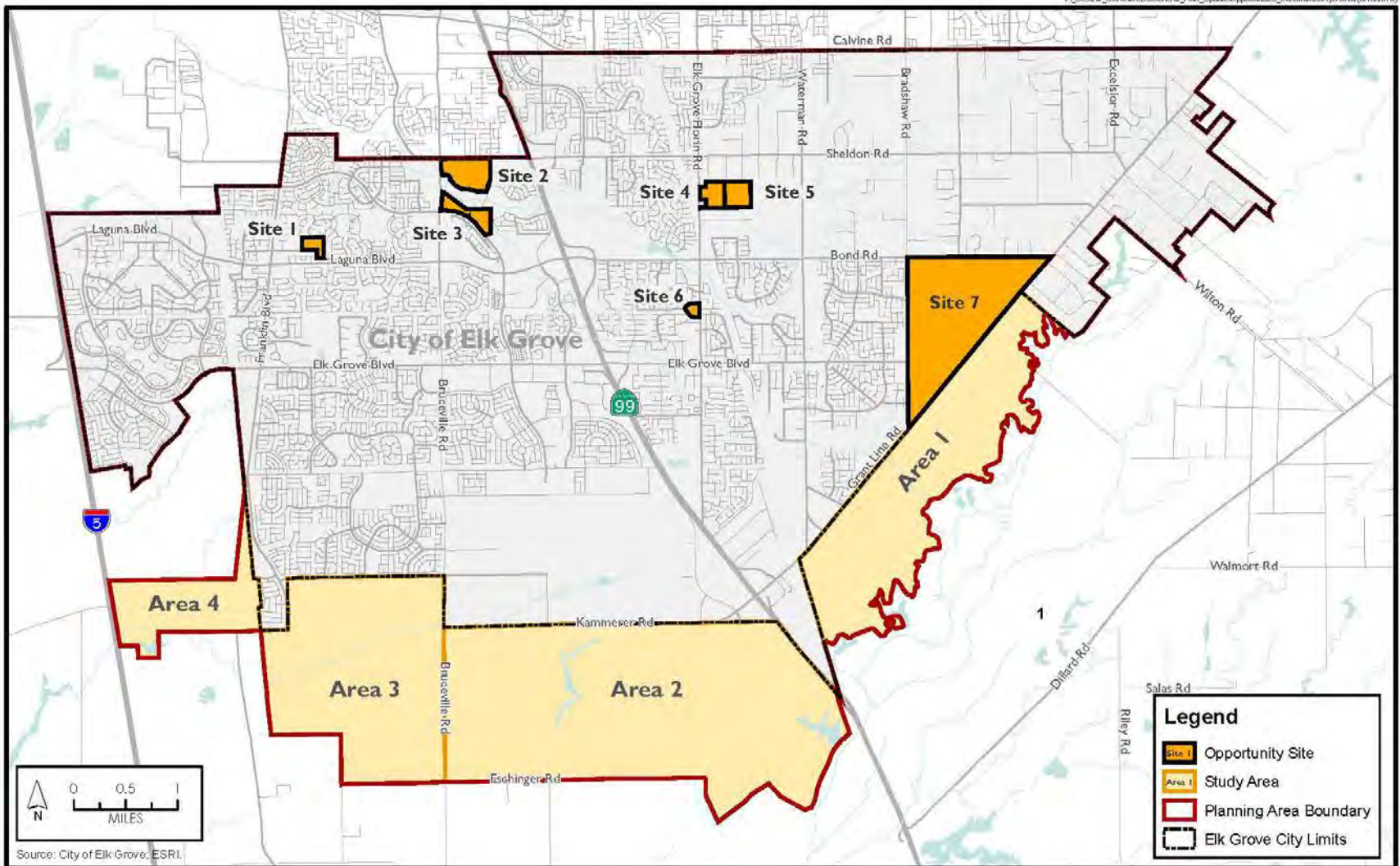
* Controlled for duplicates based on email address.

Notification of Outreach

The survey and meetings were announced to the community through:

- Direct mailing to all subject properties and those within 500 feet of a site
- Flyer included in the July utility bill (40,000+ households Citywide)
- Website announcement
- Social media postings

Opportunity Sites and Study Areas



Opportunity Sites and Study Areas

- Opportunity Sites

- Inside current city limits
- Changes in land use/development patterns likely
- Identified based on:
 - Existing conditions
 - Public input to date
 - City analysis

- Study Areas

- Outside current city limits
- Studying to better understand possibilities for city boundary expansion
- No specific development plans or land use changes at this time

60 About Opportunity Site I

Existing Conditions

Acres	18.3
In Existing City Limits	Yes
Existing Condition	Vacant, Rural Residential
Opportunities	Within walking distance to commercial services and parks Within walking distance of Laguna Boulevard and Franklin Boulevard, which have transit service and bicycle facilities
Constraints	Compatibility with existing single-family residential to the north, east, and south



Site I, Alternative A: Low Density Residential (Existing General Plan)

- This alternative would preserve the existing land use plan, which allows **single-family homes**.
- Could accommodate up to **~150 dwelling units**.
- Would not provide jobs.



61 *Would preserve the existing character of the area.*

Site I, Alternative B: Increased Density

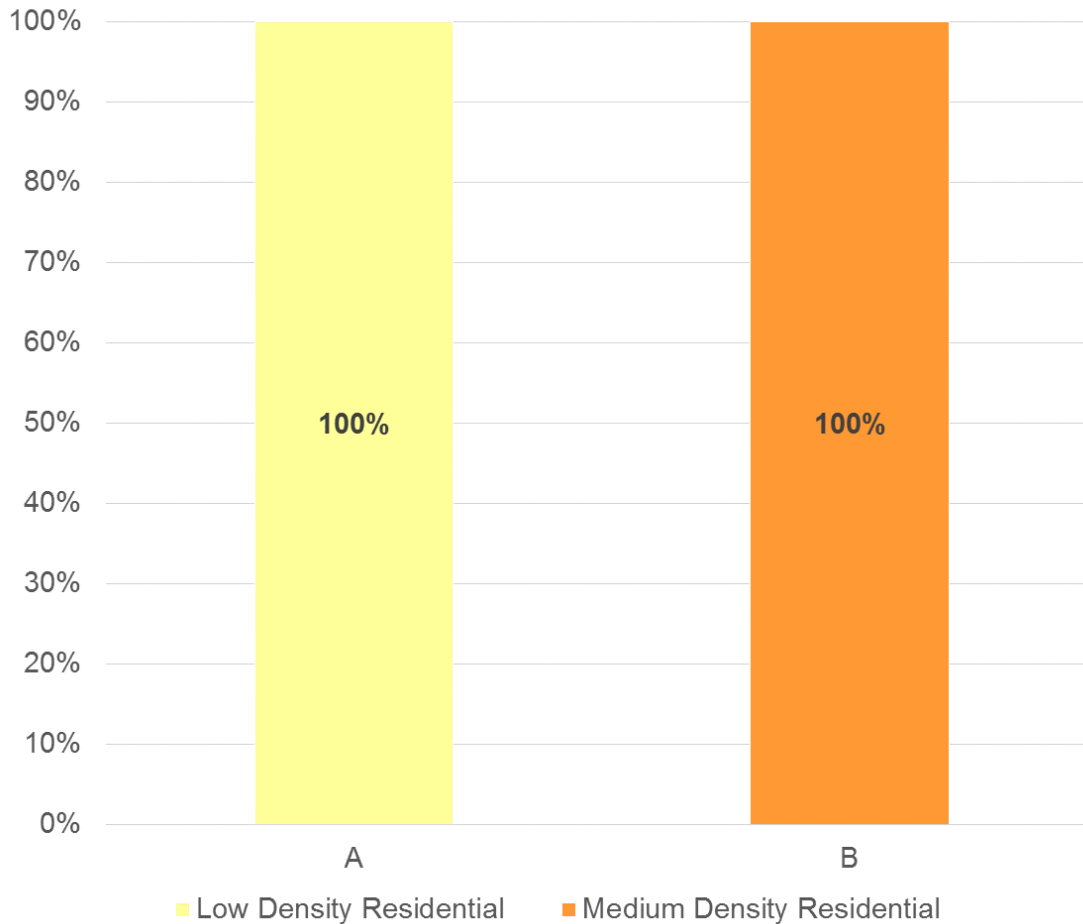
- Would allow more intense or **higher density residential** development than previously planned.
- This alternative could provide as much as 1.5x the number of housing units compared to Alternative A, which could accommodate up to **~200 units**.
- Alternative B would not provide jobs.

Could accommodate a larger share of projected growth in the existing City limits, which could in turn support transit services and encourage walking and biking.



Site I Comparison

Land Use by Alternative



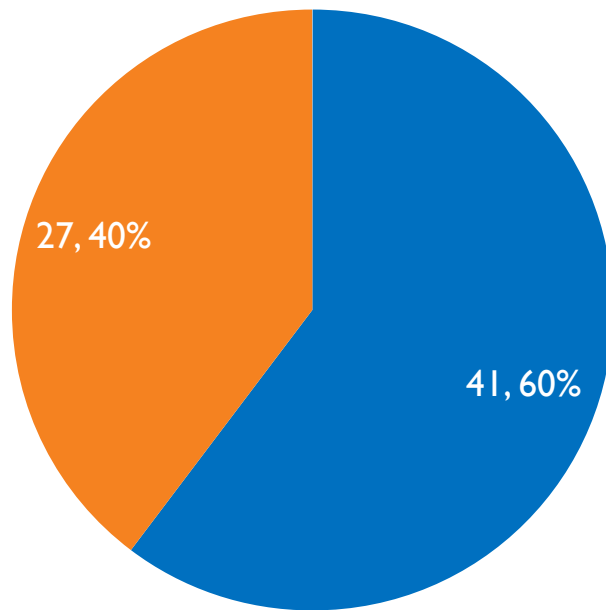
Alternative A:
Low Density
Residential
(Existing
General Plan)

Alternative B:
Increased
Density

Site I Results

Total Participants: 68

Opportunity Site I: Preferences



- Alternative A: Existing Plan
- Alternative B: Increased Density

Comment Summary	Count
Keep the area rural to preserve community character and Elk Grove heritage, and to prevent increased traffic and crime	4
Add parks with connected walking and biking paths	4
Medium density residential is most appropriate here	2
Senior housing or below market rate housing would be a good fit	1
Mixed use live/work units would work well here	1
Supporting principles are inaccurate	1

About Opportunity Site 2

Existing Conditions

Acres	80.7
In Existing City Limits	Yes
Existing Condition	Vacant
	Within walking distance to commercial services and parks
	Located along Laguna Creek corridor
Opportunities	Within walking distance of Sheldon Road and Bruceville Road, which have transit service and bicycle facilities
	Within walking distance to proposed Blue Line extension
Constraints	Noise generated from Bruceville Road and Sheldon Road
	Flooding potential along Laguna Creek corridor



99 Site 2, Alternative A: Rural Residential (Existing General Plan)

- This alternative would preserve the existing land use plan,
- Could accommodate up to **~370 dwelling units**.
- Alternative A would not provide jobs.

Allows primarily for rural residential developments. The current General Plan also requires that 12 acres of this site be set aside for high density residential development.



Site 2, Alternative B: Traditional Neighborhood Development with Commercial Center

- This alternative would allow for a combination of lower and medium density single-family homes and apartments
- Could have as much as 3.5x the number dwelling units, of Alt A accommodating up to **1,000 units**.
- This alternative could provide up to ~ **290 jobs**.

Could accommodate a larger share of projected growth in the existing City limits and support transit services. The proposed commercial center could meet employment and service needs in close proximity to residences, thereby supporting transit and encouraging walking and biking.

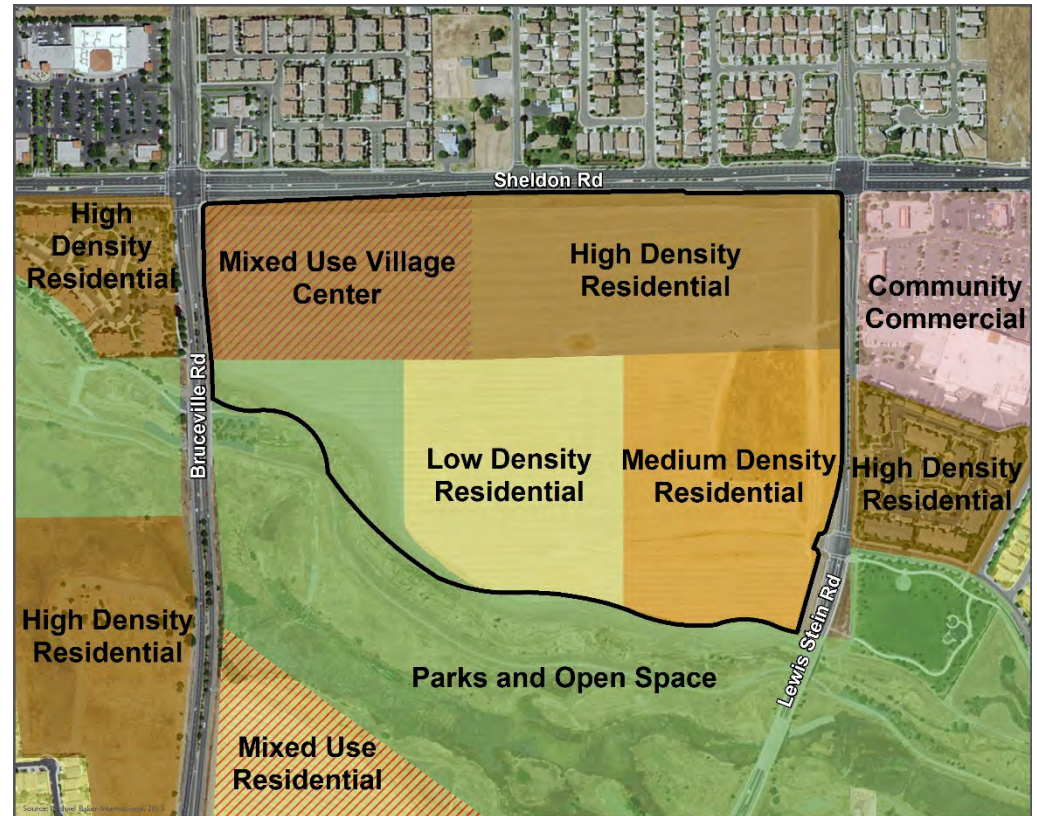


89 Site 2, Alternative C: Transit Village with Mixed Use Center

- This alternative would allow for **smaller lot residential** developments along with **mixed-use** developments
- Could accommodate ~3x the number dwelling units as Alt A, resulting in ~ **900 units**.
- Could provide up to ~ **270 jobs**, compared to Alternative A, which would not provide jobs

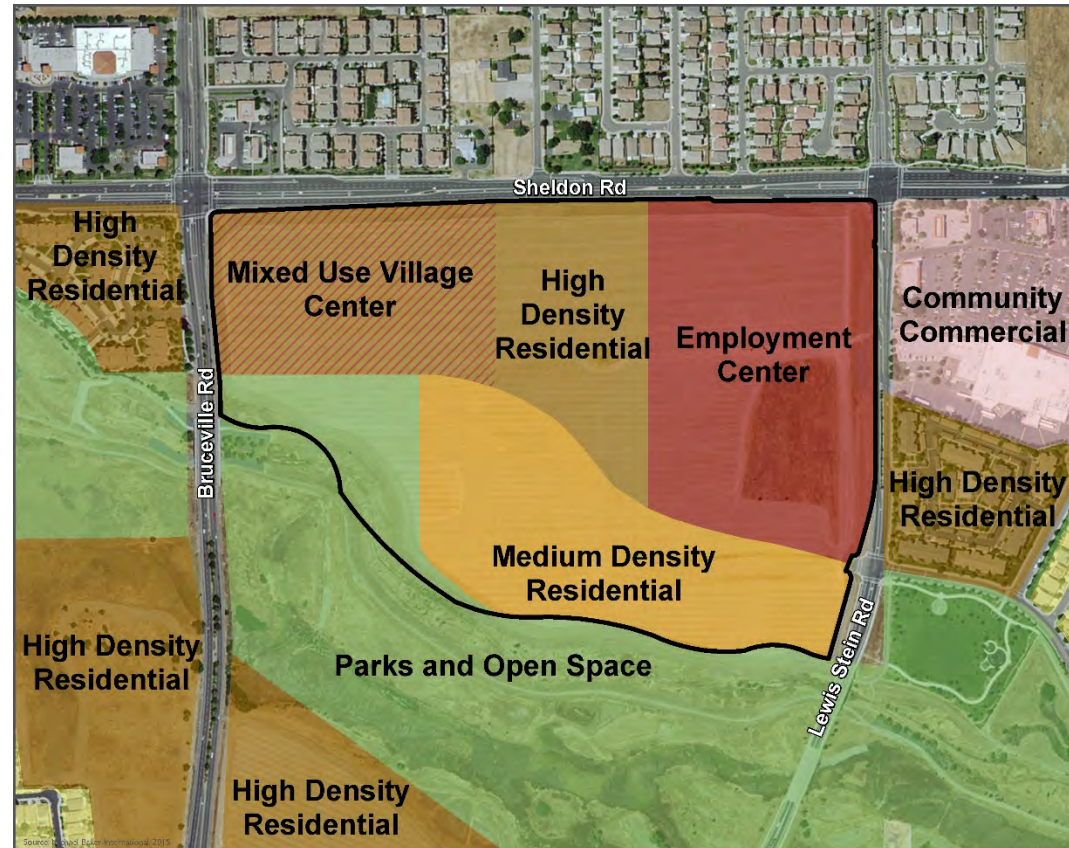
Could encourage more intense or higher density developments than currently planned to accommodate more growth within existing City limits.

It would also set aside some space for parks and open space. By meeting some service and parks needs nearby, this would support transit and encourage biking and walking.



Site 2, Alternative D: Transit Village with Mixed Use Center and Offices

- Would allow for the development of major employment centers (stand-alone office spaces) and some combined commercial and office spaces in the same buildings (mixed-use) along with smaller lot residential.
- Could have as much as 2x the number dwelling units as Alt A, accommodating up to ~ **650 dwelling units**.
- Could provide up to ~ **2,500 jobs**

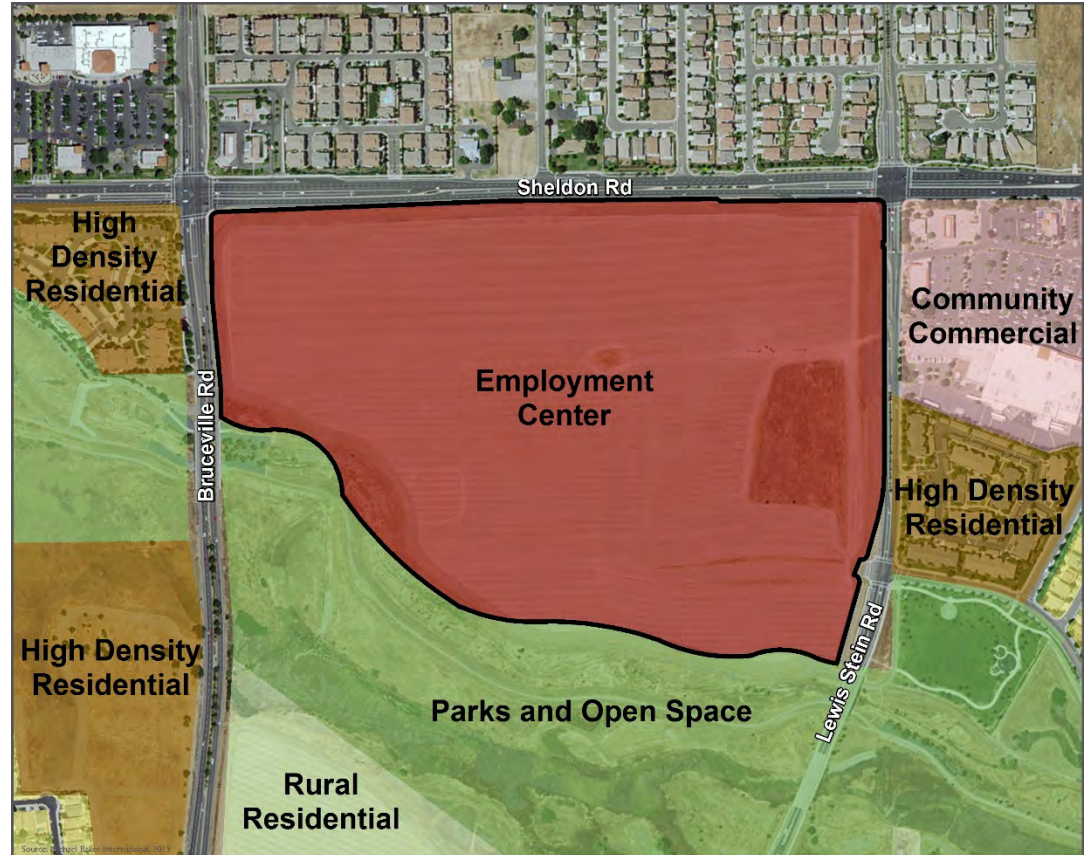


This would allow more intense or higher density development than previously planned to accommodate a larger share of projected growth in the existing City limits. By meeting some employment and service needs nearby, this would support transit and encourage biking and walking.

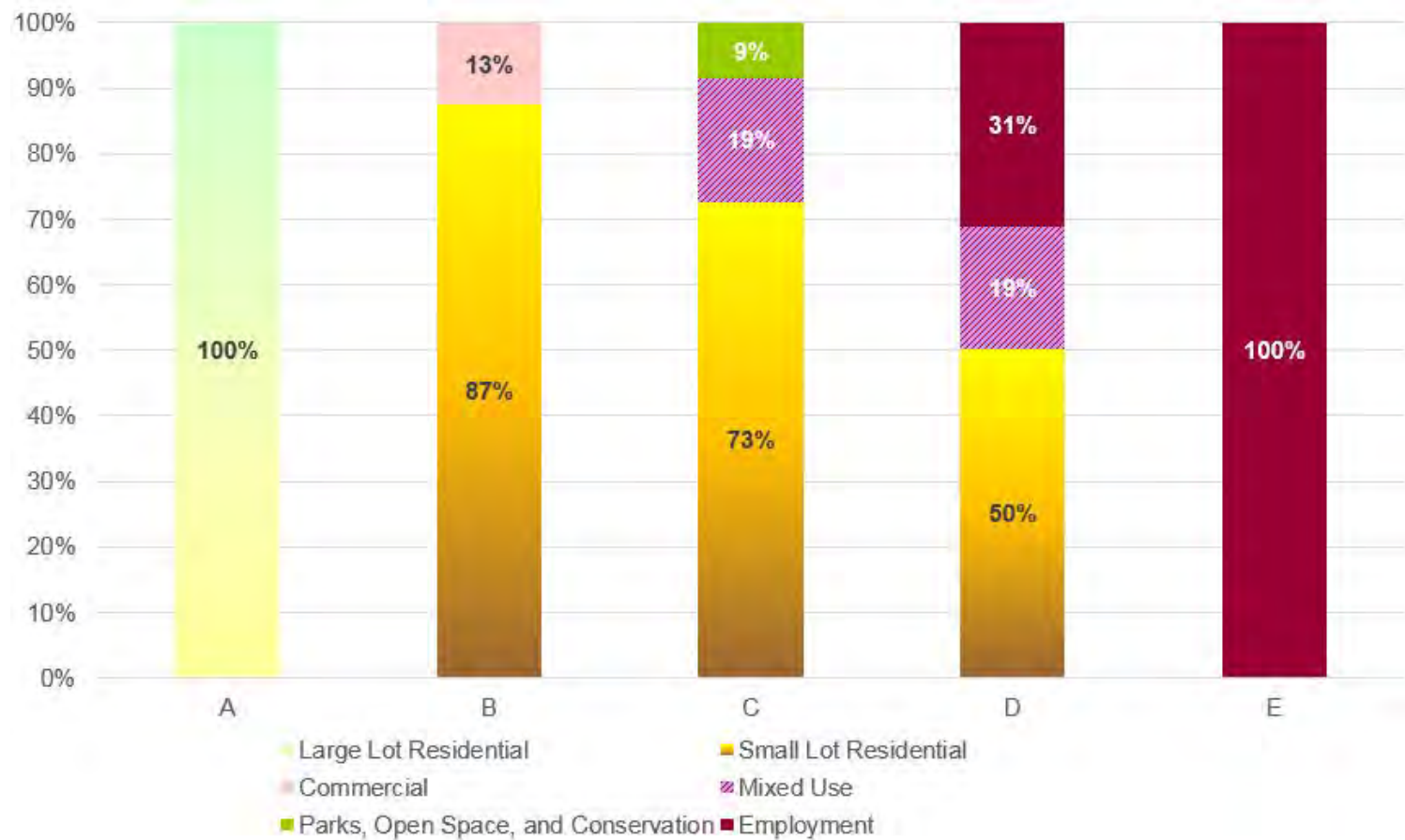
Site 2, Alternative E: Employment Center

- This alternative would designate land exclusively **for major employment centers** (stand-alone office spaces).
- Would not have land use types with residential units.
- This alternative could have up to **~7,300 jobs**.

This could support transit services and provide employment opportunities.



Site 2: Alternatives Comparison



71

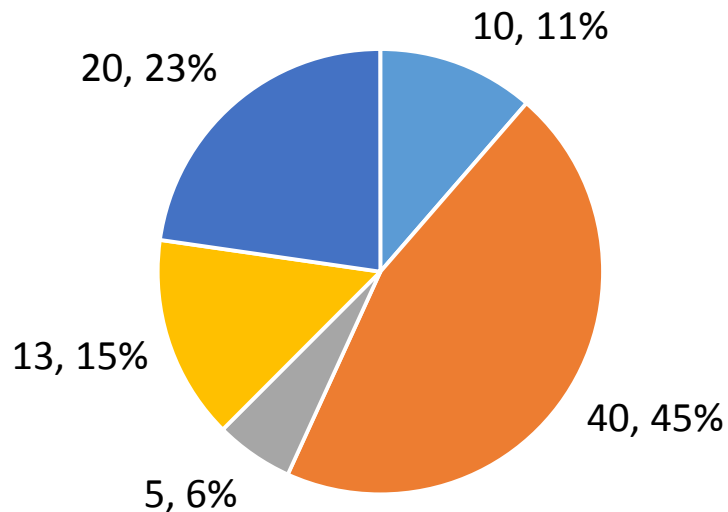
Alternative A: Rural Residential (Existing General Plan)
Alternative B: Traditional Neighborhood with Commercial Center
Alternative C: Transit Village with Mixed Use Center

Alternative D: Transit Village with Mixed Use Center and Offices
Alternative E: Employment Center

Site 2 Results

Total Participants: 88

Opportunity Site 2 - Preferences



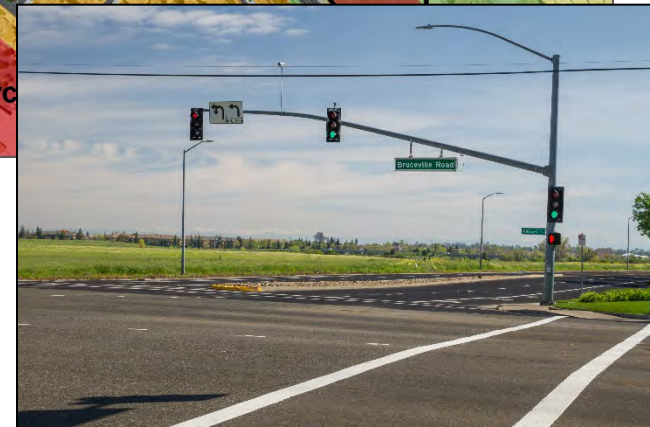
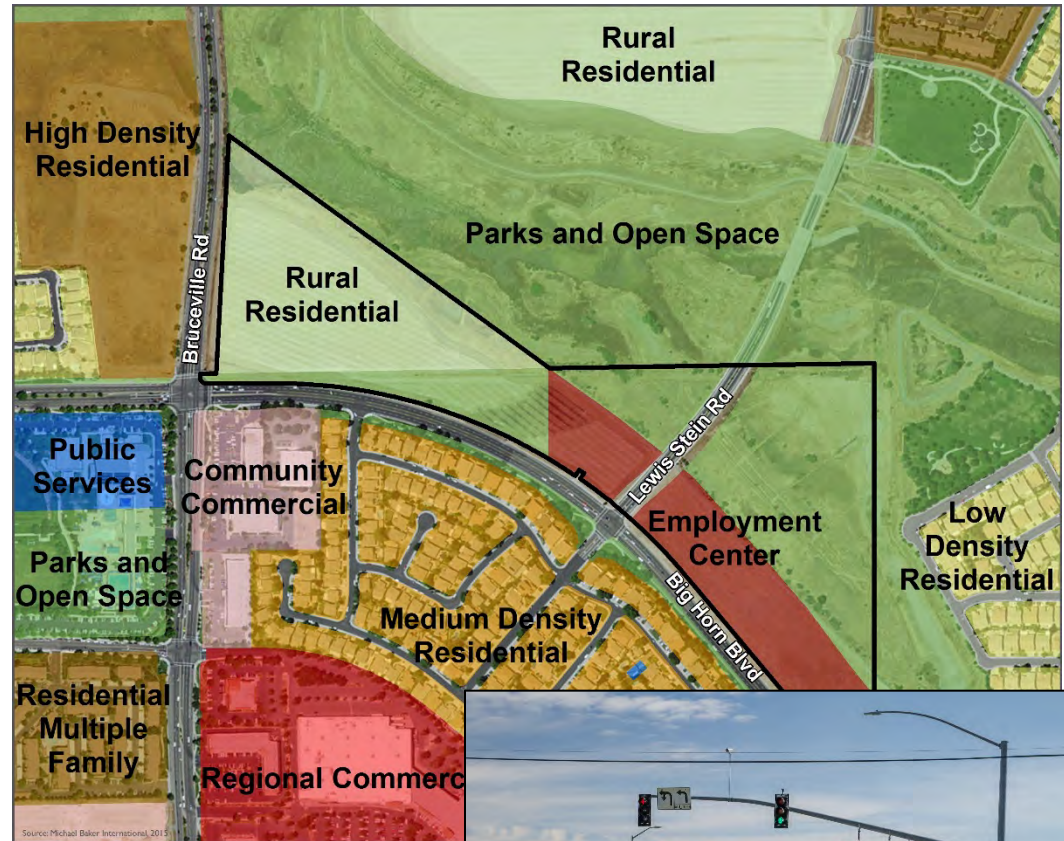
- Alternative A: Rural Residential (Existing General Plan)
- Alternative B: Traditional Neighborhood Development with Commercial Center
- Alternative C: Transit Village with Mixed Use Center
- Alternative D: Transit Village with Mixed Use Center and Offices
- Alternative E: Employment Center

Comment Summary:	Count
Need an employment center to attract good businesses and high quality jobs for locals.	9
Locate mixed use employment centers near large intersections and provide public transportation options.	4
Residential uses with some community-serving commercial fits best in this area.	4
Preserve open space and natural habitat; provide parks, pedestrian paths/trails, and nature education.	4
Keep some lower density residential	2
Need more affordable housing options for young people	1
Provide incentives to quality employers to come to Elk Grove.	1
Provide support services for small and medium businesses.	1

About Opportunity Site 3

Existing Conditions

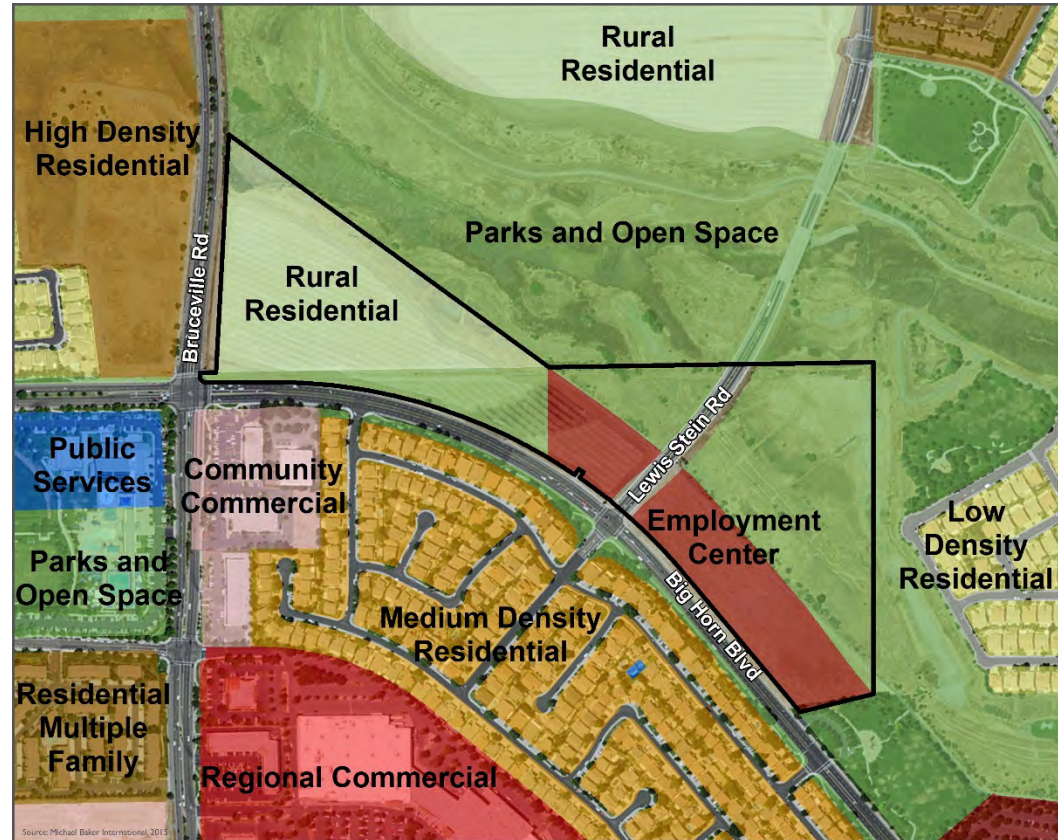
Acres	41.2
In Existing City Limits	Yes
Existing Condition	Vacant
	Within walking distance to commercial services and parks
	Located along Laguna Creek corridor
Opportunities	Within walking distance of Bruceville Road and Big Horn Boulevard, which have transit service and bicycle facilities
	Within walking distance to proposed Blue Line extension
Constraints	Noise generated from Bruceville Road and Big Horn Boulevard
	Flooding potential along Laguna Creek corridor



Site 3, Alternative A: Open Space and Office (Existing General Plan)

- This alternative would preserve the existing land use plan, which allows primarily for **open space** and **rural residential** (large lot) developments along with some **office spaces**.
- Could accommodate up to **~13 dwelling units**.
- Alternative A could provide for up to **~850 jobs**.

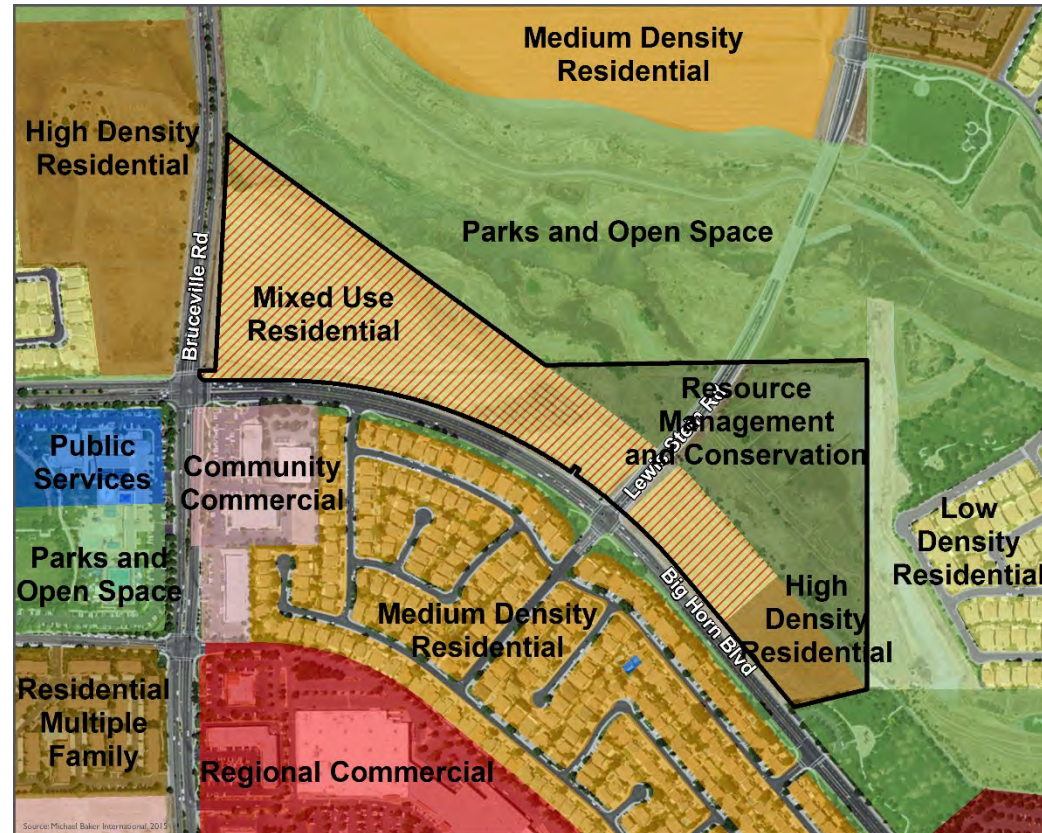
The site is also currently required to have a minimum 3 acres of high density residential.



Site 3, Alternative B: Increased Density Residential with Office and Commercial

- This alternative would allow for a mix of residential, commercial and office spaces in the same buildings (**mixed-use**) and would designate land for **open space**.
- Could have 6x the number dwelling units of Alt A, accommodating up to **~80 units**.
- Could have 12% of the employment provided for by Alternative A, resulting in **~100 jobs**.

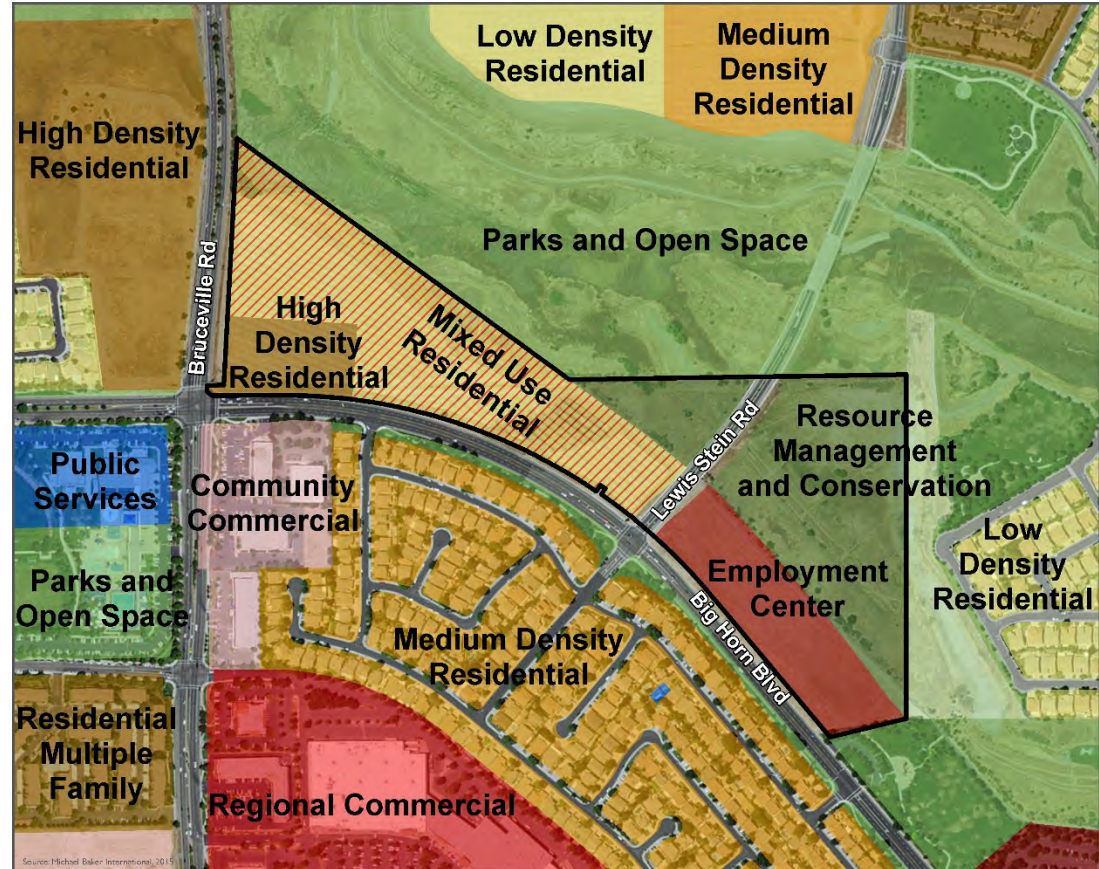
Could accommodate a larger share of projected growth in the existing City limits, provide employment opportunities, support transit services, encourage walking and biking, preserve habitat and support flood control and ground water recapture.



Site 3, Alternative C: Mixed Use Residential with Employment

- This alternative would allow for stand-alone **office space** along with a mix of residential, commercial and office spaces in the same buildings (**mixed-use**) and would designate land for **open space**.
- Could accommodate as much as 6x the number dwelling units of Alternative A, accommodating up to **~80 units**.
- Could provide for 80% of the employment of Alternative A, resulting in up to **~700 jobs**.

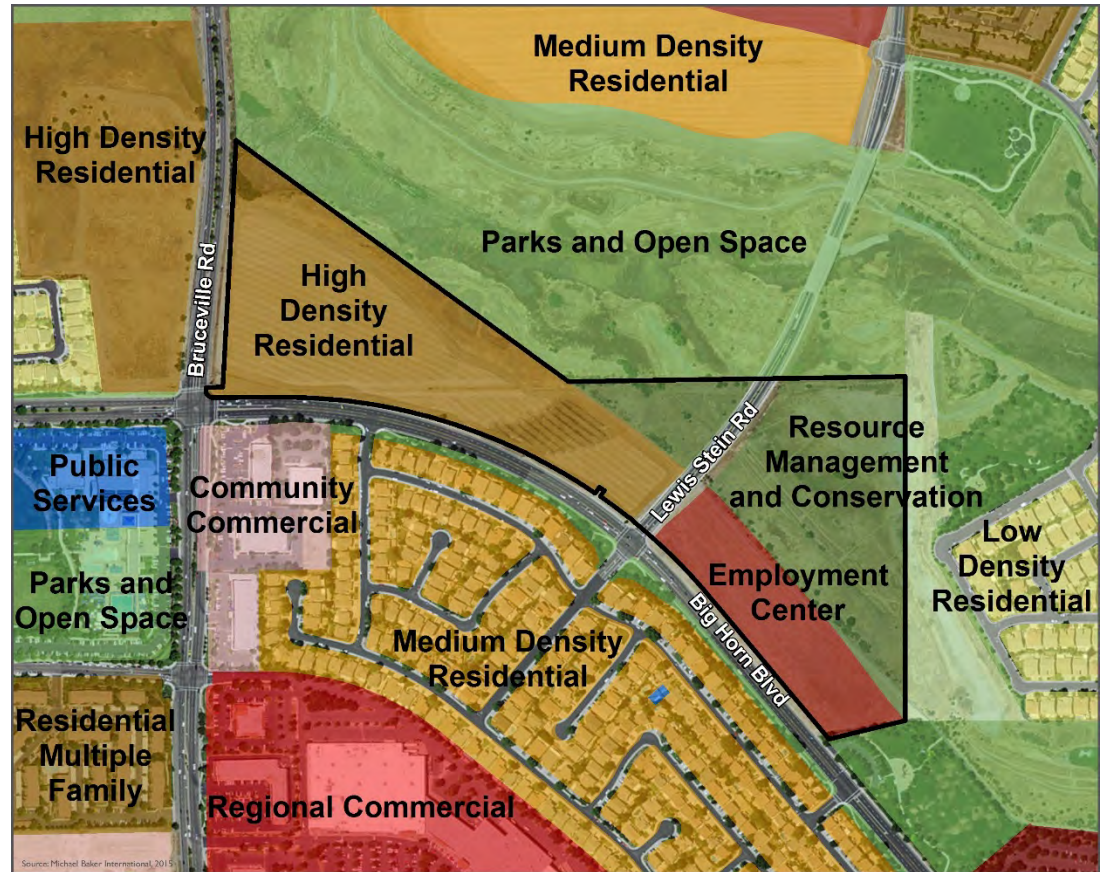
This could accommodate a larger share of projected growth in the existing City limits, provide employment opportunities, support transit services, encourage walking and biking by having services close to residences, and preserve habitat and support flood control and ground water recapture.



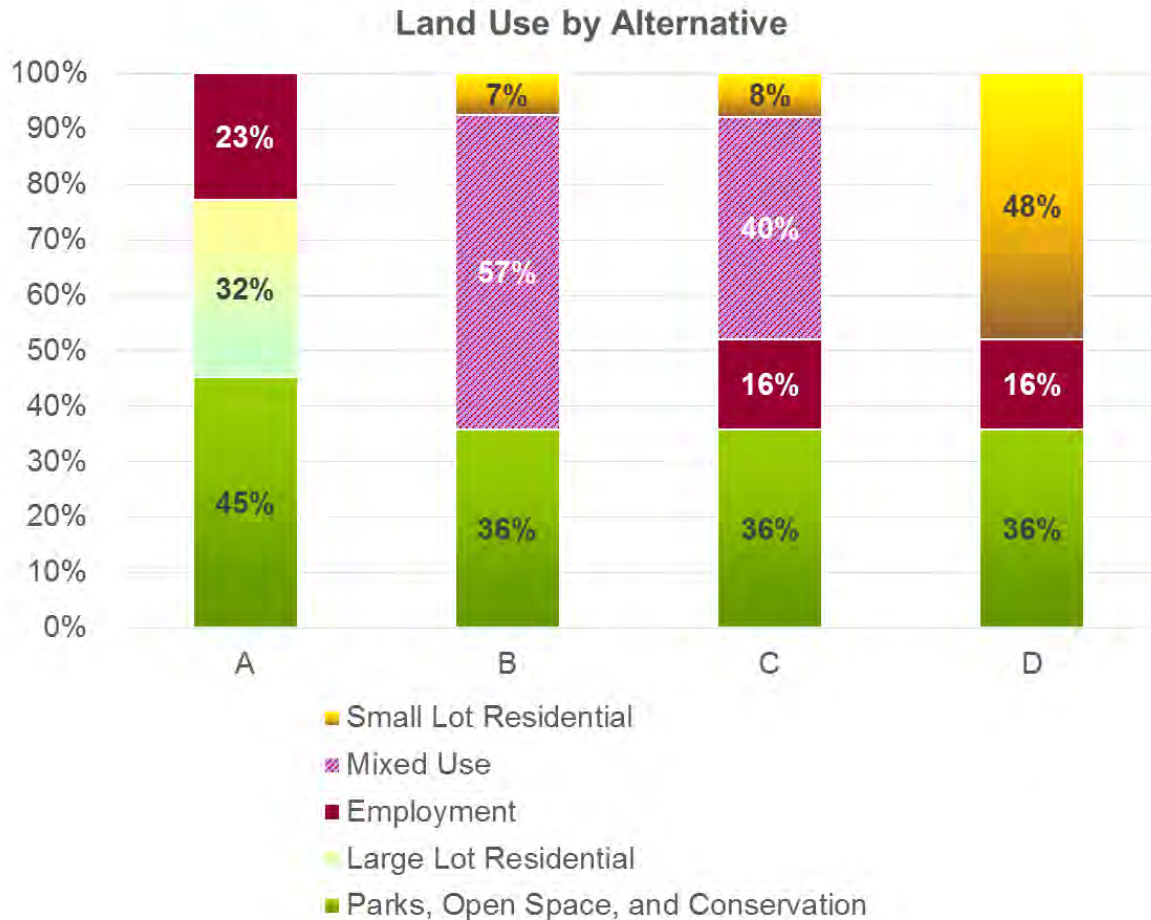
Site 3, Alternative D: Apartments with Employment

- Would allow for mostly higher density residential, such as **apartments**, along with some stand-alone **office space** and would designate land for **open space**.
- Could accommodate 37x the number dwelling units as Alt A, resulting in up to **~500 units**.
- Could accommodate 70% of the employment of Alternative A, resulting in up to **~600 jobs**.

This could accommodate an even larger share of projected growth in the existing City limits, provide employment opportunities, support transit services, encourage walking and biking by having services close to residences, and preserve habitat and support flood control and ground water recapture.



Site 3: Alternatives Comparison



Alternative A:
Open Space and Office
(Existing General Plan)

Alternative B:
Increased Density
Residential with Office
and Commercial

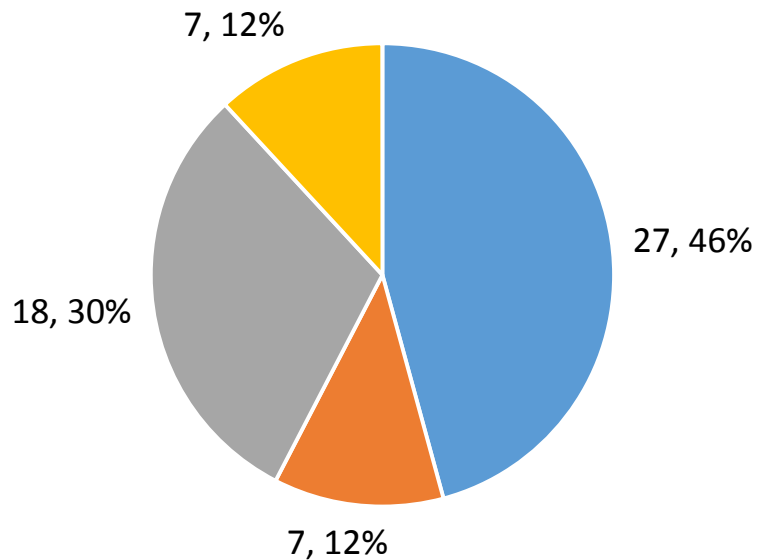
Alternative C:
Mixed Use Residential
with Employment

Alternative D:
Apartments with
Employment

Site 3 Results

Total Participants: 59

Opportunity Site 3: Preferences



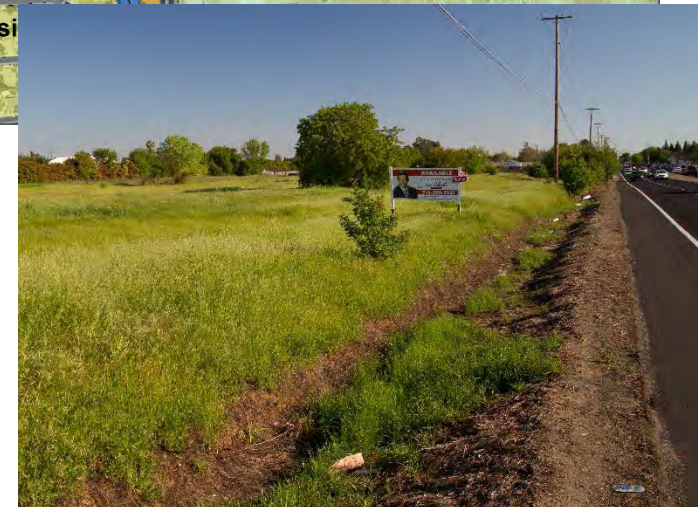
- Alternative A: Rural Residential, Open Space and Office (Existing General Plan)
- Alternative B: Increased Density Residential with Office and Commercial
- Alternative C: Mixed Use Residential with Employment
- Alternative D: Apartments with Employment

Comment Summary:	Count
Need an employment center to attract good businesses and high quality jobs for locals.	9
Locate mixed use employment centers near large intersections and provide public transportation options.	4
Residential uses with some community-serving commercial fits best in this area.	4
Preserve open space and natural habitat; provide parks, pedestrian paths/trails, and nature education.	4
Keep some lower density residential	2
Need more affordable housing options for young people	1
Provide incentives to quality employers to come to Elk Grove.	1
Provide support services for small and medium businesses.	1

About Opportunity Site 4

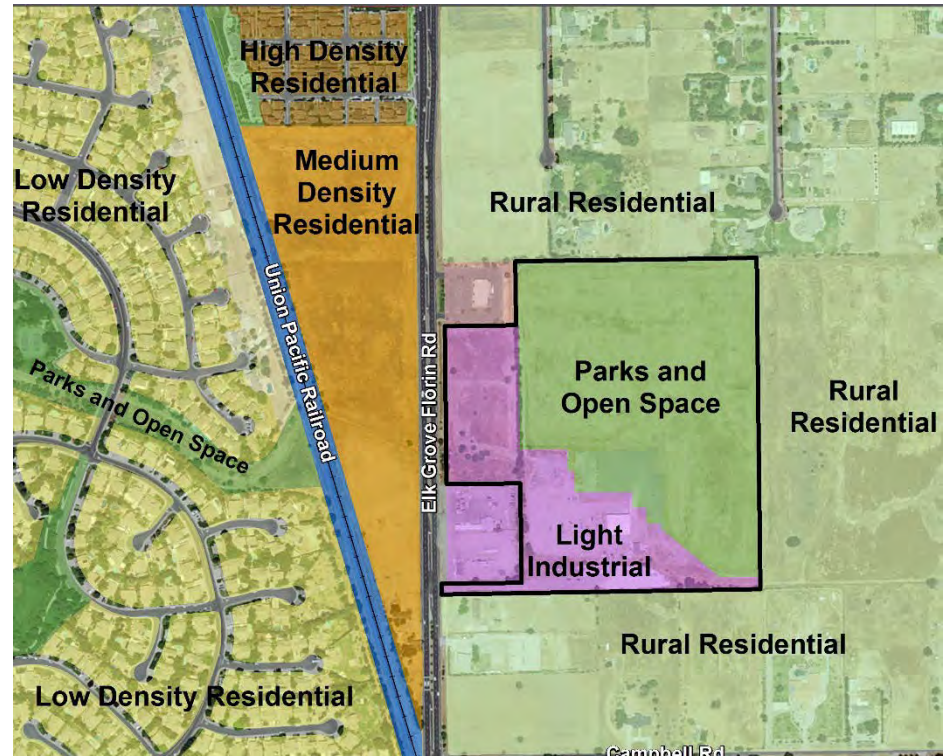
Existing Conditions

Acres	33.6
In Existing City Limits	Yes
Existing Condition	Light Industrial, Vacant
	Within walking distance to residential uses
Opportunities	Within walking distance of Elk Grove Florin Road and Sheldon Road, which have transit service and bicycle facilities
Constraints	Compatibility with rural residential to the north, east, and south



Site 4, Alternative A: Light Industrial and Open Space (Existing General Plan)

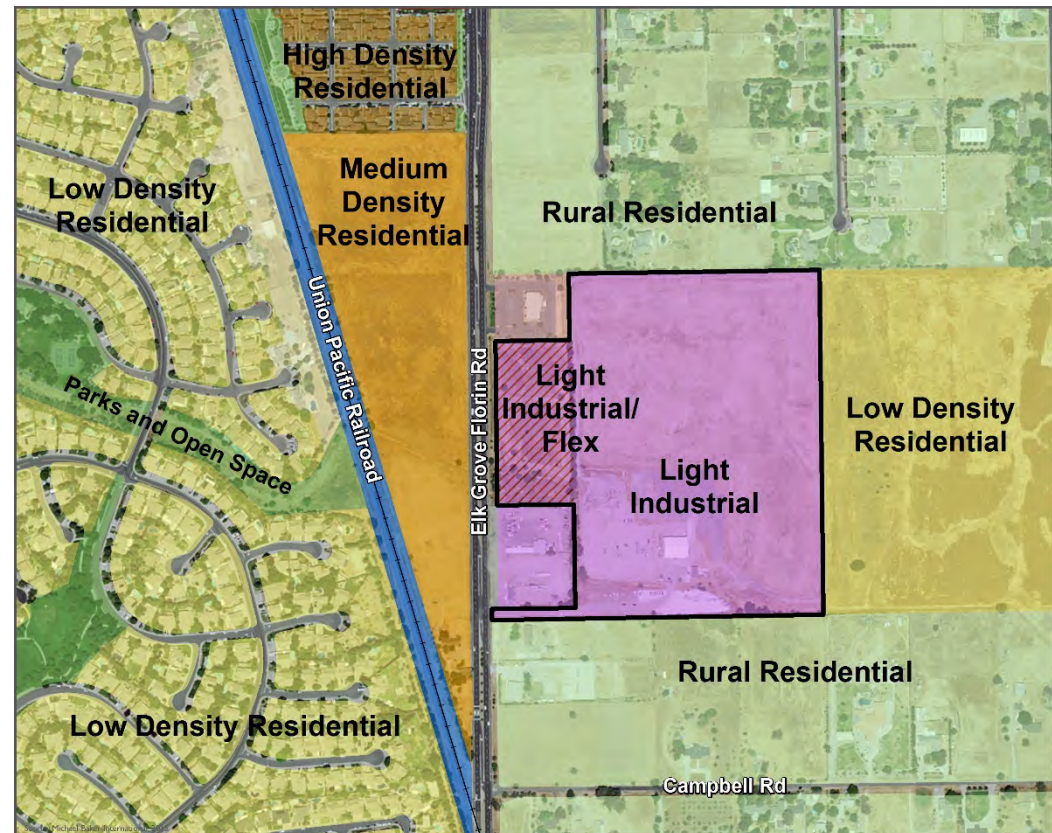
- This alternative would preserve the existing plan, which designates some land for **light industrial uses** and preserves **open space** uses.
- Alternative A would have **no dwelling units.**
- Alternative A could provide for **up to ~300 jobs.**



Site 4, Alternative B: Light Industrial and Work/Live Space

- Would increase space for **light industrial** uses and allows for **flexible industrial spaces**.
- Would have **no dwelling units**.
- Could provide for as much as 3x the employment of Alternative A, resulting in **up to ~1,000 jobs**.

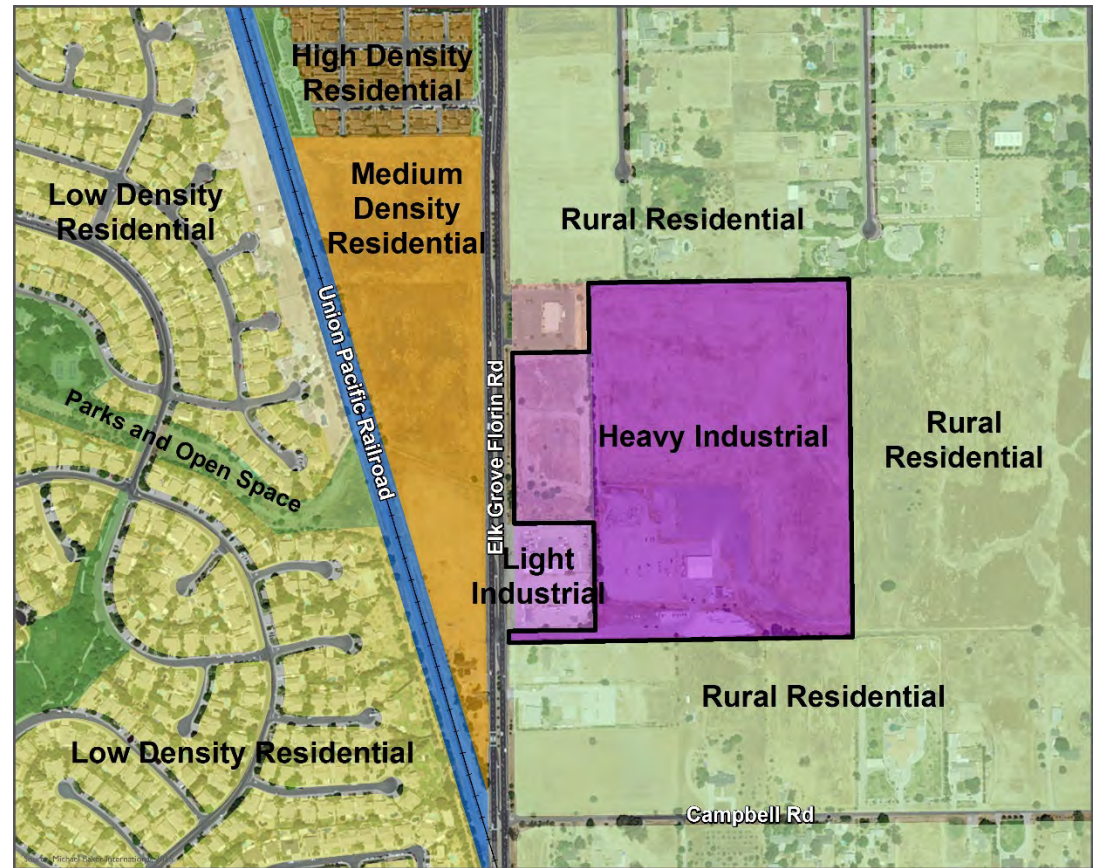
Could increase employment, technical training, and research and development opportunities.



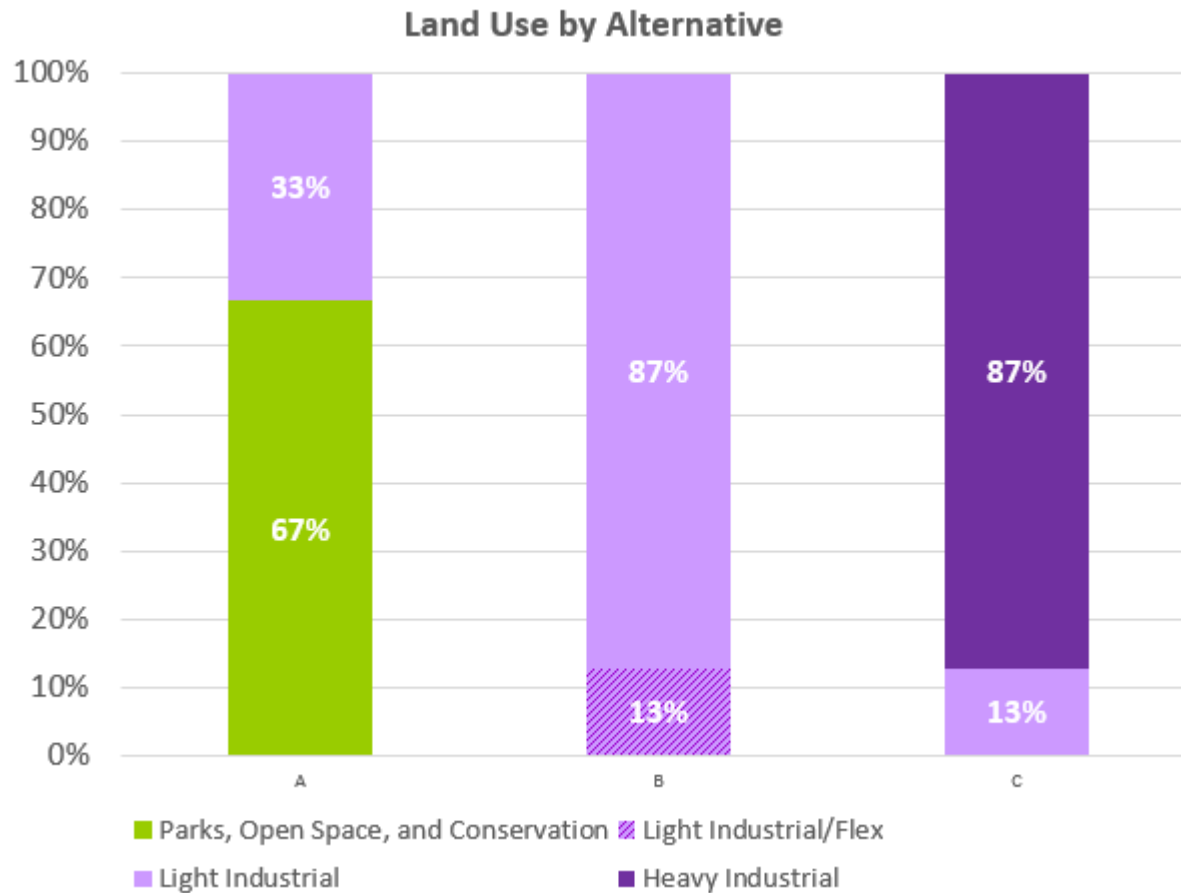
Site 4, Alternative C: Heavy Industrial

- Would increase space for **heavy industrial** uses and some **light industrial** uses in lieu of currently planned open space.
- Alternative C would have **no dwelling units**.
- This alternative could provide for 1.5x the employment of Alternative A, resulting in **up to ~450 jobs**.

Could increase employment and technical training opportunities.



Site 4: Alternatives Comparison



Alternative A:
Light Industrial and
Open Space
(Existing General
Plan)

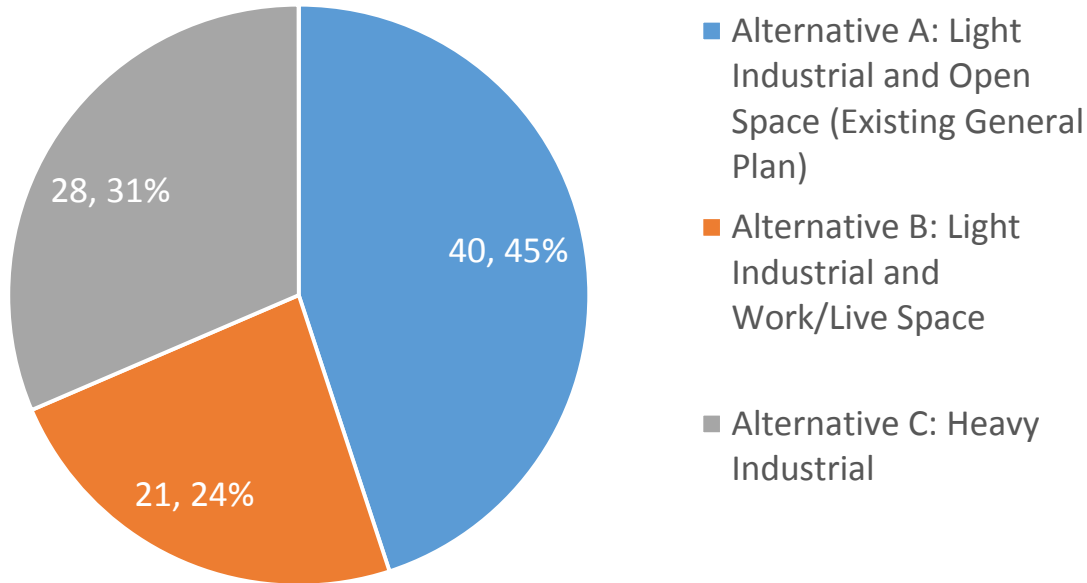
Alternative B:
Light Industrial and
Work/Live Space

Alternative C:
Heavy Industrial

Site 4 Results

Total Participants: 89

Opportunity Site 4: Preferences

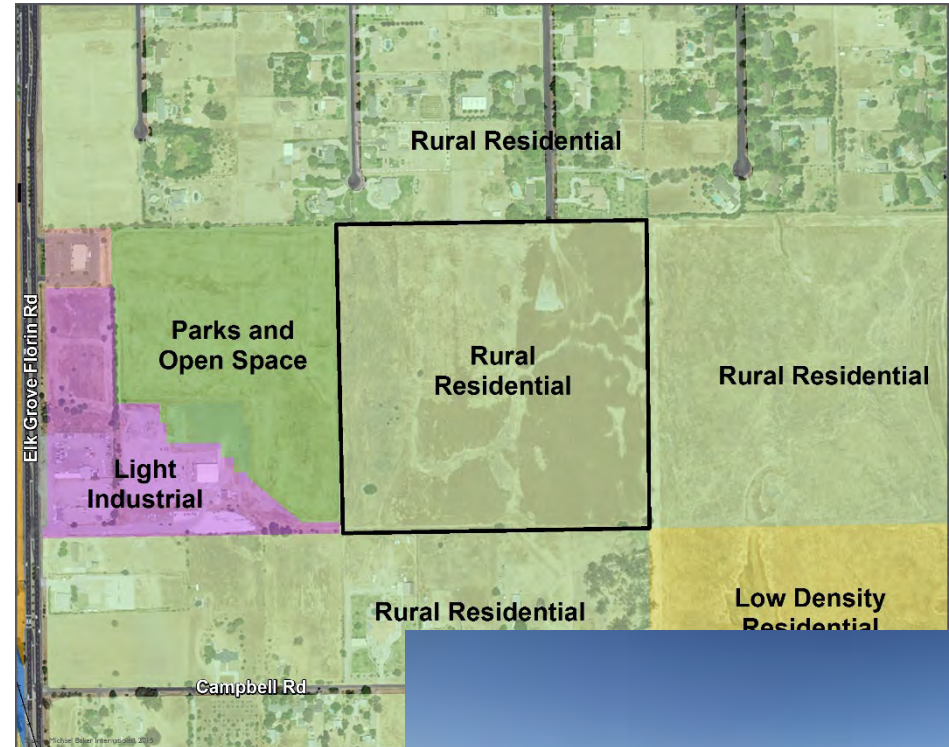


Comments Summary:
No Comments were offered for this opportunity area.

About Opportunity Site 5

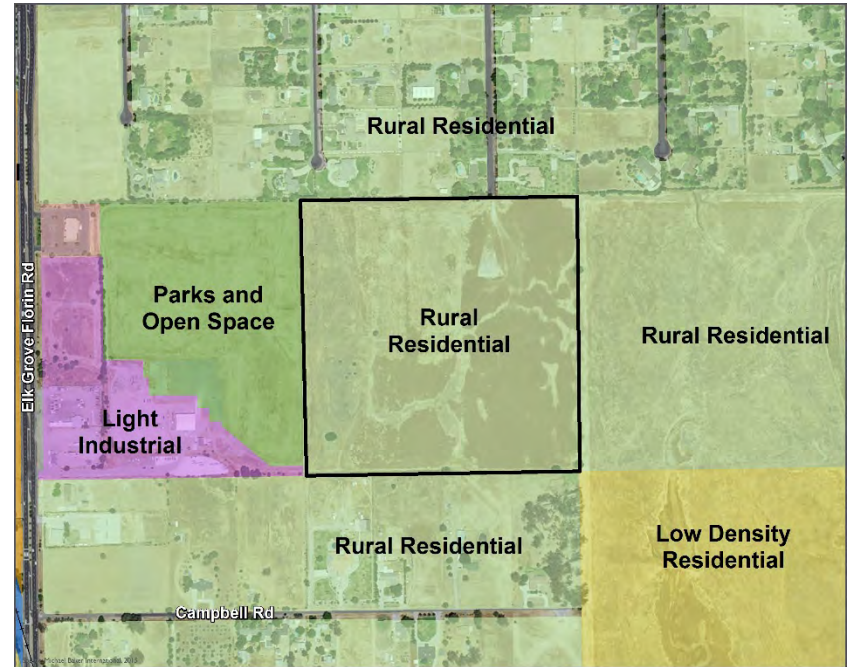
Existing Conditions

Acres	40.3
In Existing City Limits	Yes
Existing Condition	Vacant
Opportunities	<p>Close to commercial services and parks</p> <p>Close to Elk Grove Florin Road, which has transit and bicycle facilities</p> <p>Compatibility with rural residential to the north, east, and south</p>
Constraints	Compatibility with industrial uses to the west



Site 5, Alternative A: Rural Residential (Existing General Plan)

- Would preserve the existing land use plan, which allows primarily for **rural residential** (large lot) developments.
- Alternative A could accommodate **~40 dwelling units**.
- Would not provide for jobs.

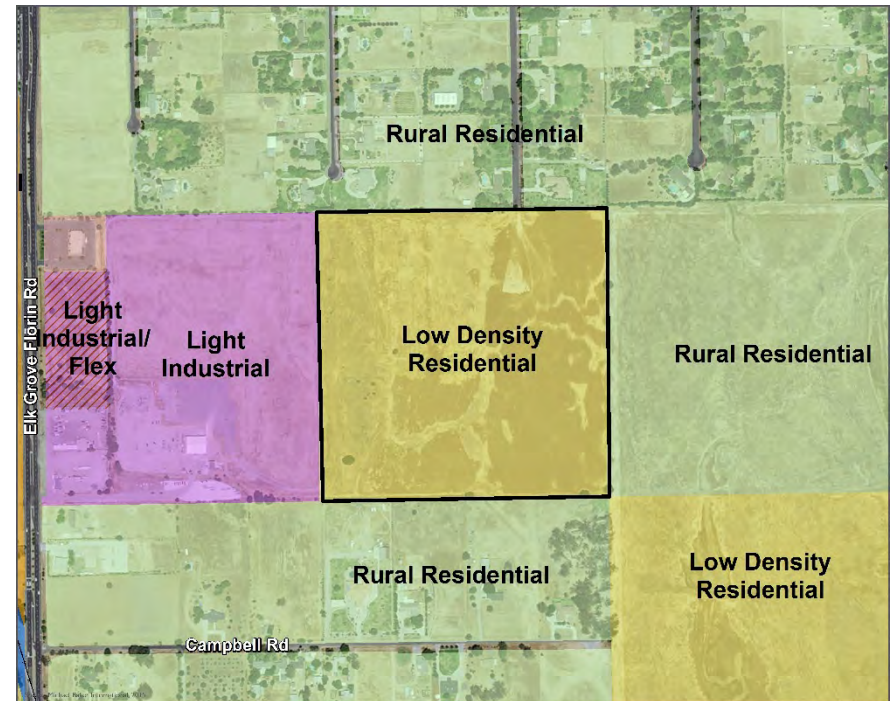


87 *Would preserve the existing character of the area.*

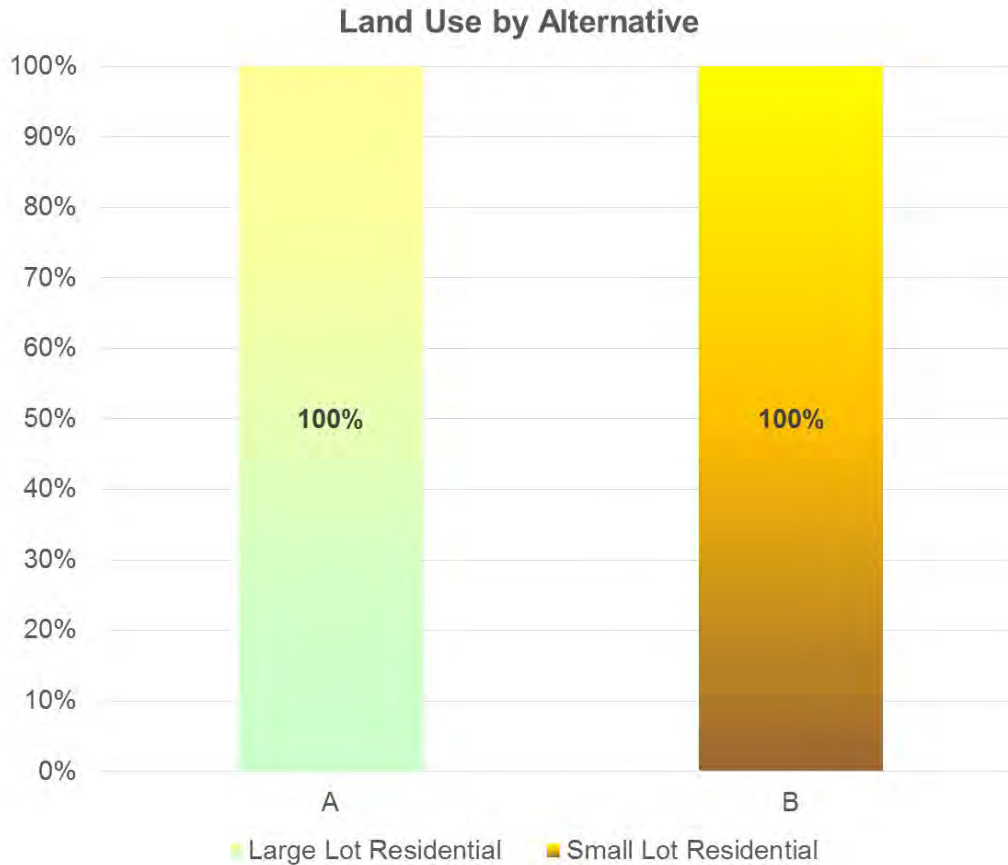
Site 5, Alternative B: Increased Density

- Would provide space for **single-family homes**. This alternative could accommodate ~8x the number of dwelling units compared to Alternative A, resulting in **up to ~320 units**.
- Alternative B would not provide for jobs.

Could increase the variety of housing options in the City accommodate a larger share of projected growth in the existing City limits.



Site 5: Alternatives Comparison



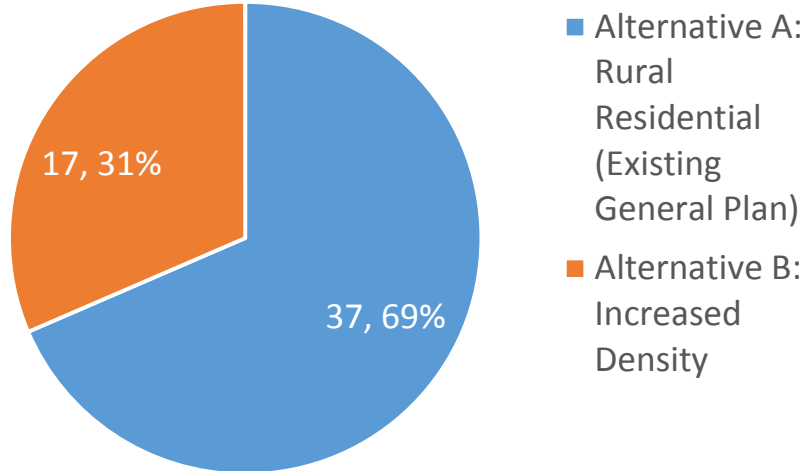
Alternative A:
Rural Residential
(Existing
General Plan)

Alternative B:
Single Family
Homes
(increased
density)

Site 5 Results

Total Participants: 54

Opportunity Site 5: Preferences



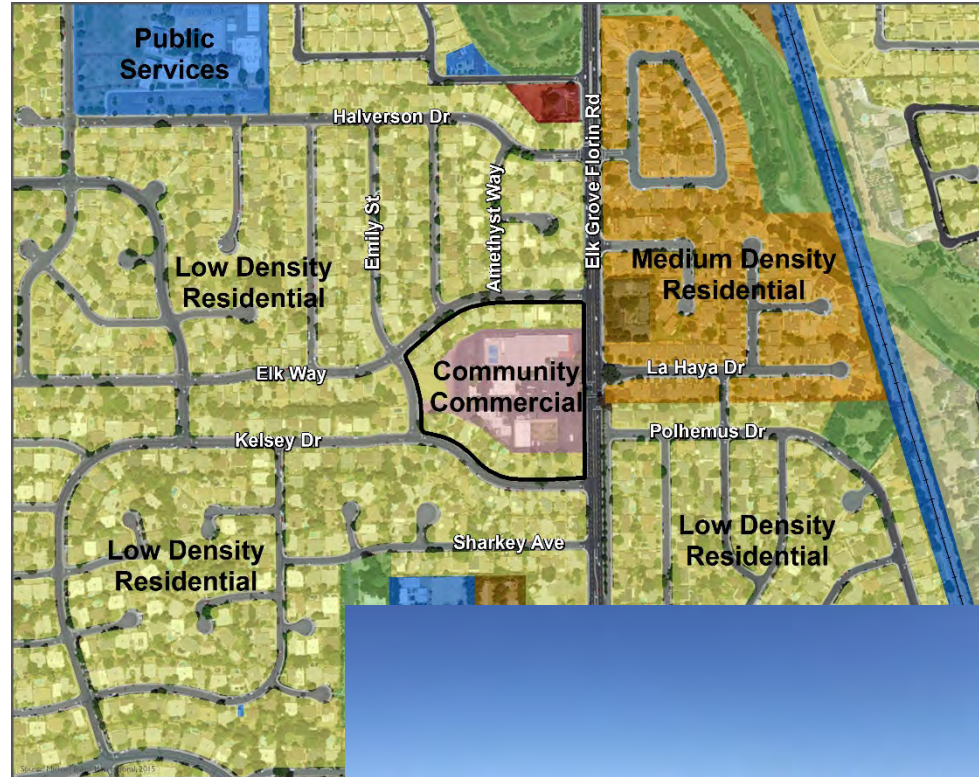
Comments Summary:

No Comments were offered for this opportunity area in the online survey or in the outreach meetings. However, staff has met with GSREHA and they have expressed concerns with Alternative B.

About Opportunity Site 6

Existing Conditions

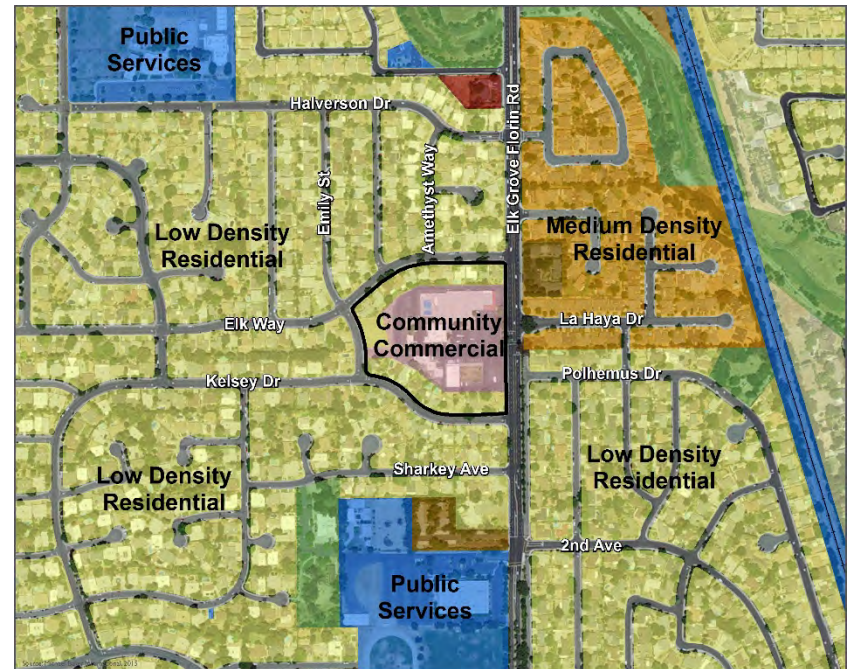
Acres	6.5
In Existing City Limits	Yes
Existing Condition	Commercial, Vacant Within walking distance to residential uses
Opportunities	Adjacent to Elk Grove Florin Road, which has transit service and bicycle facilities Noise generated from Elk Grove Florin Road
Constraints	Compatibility with residential to the north, west, and south



Site 6, Alternative A: Commercial Center (Existing General Plan)

- Would preserve the existing land use plan, which designates land for a **commercial center**.
- Alternative A would have **no dwelling units**.
- Alternative A would provide for **up to ~ 170 jobs**.

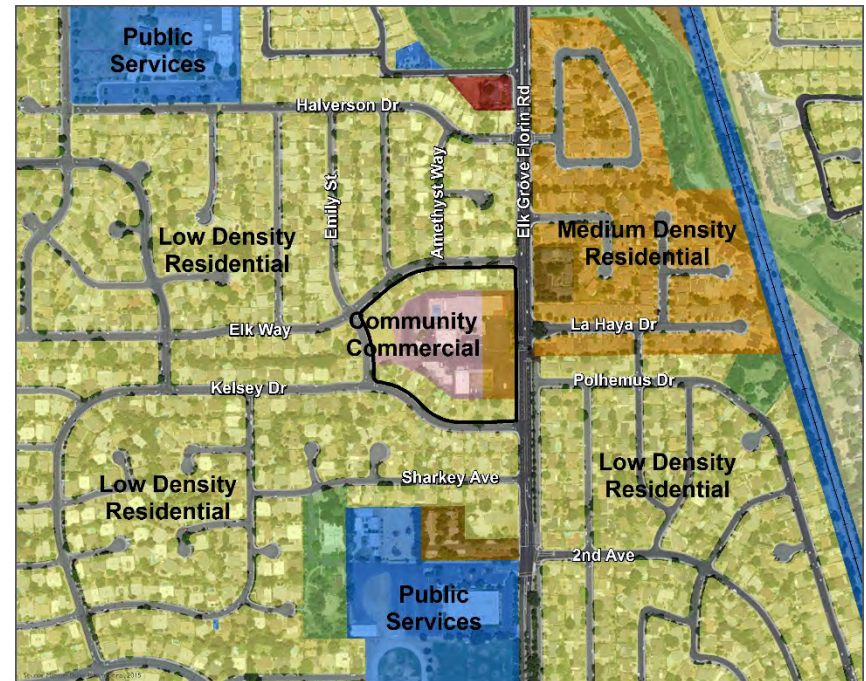
This could help to meet service needs in the proximity of residences.



Site 6, Alternative B: Commercial Center with Increased Density along Elk Grove Florin

- Would allow for **town homes** to be developed along with a **commercial center**.
- Could accommodate up to **~20 dwelling units**.
- Could provide for **~70%** of the employment of Alternative A, resulting in up to **~120 jobs**.

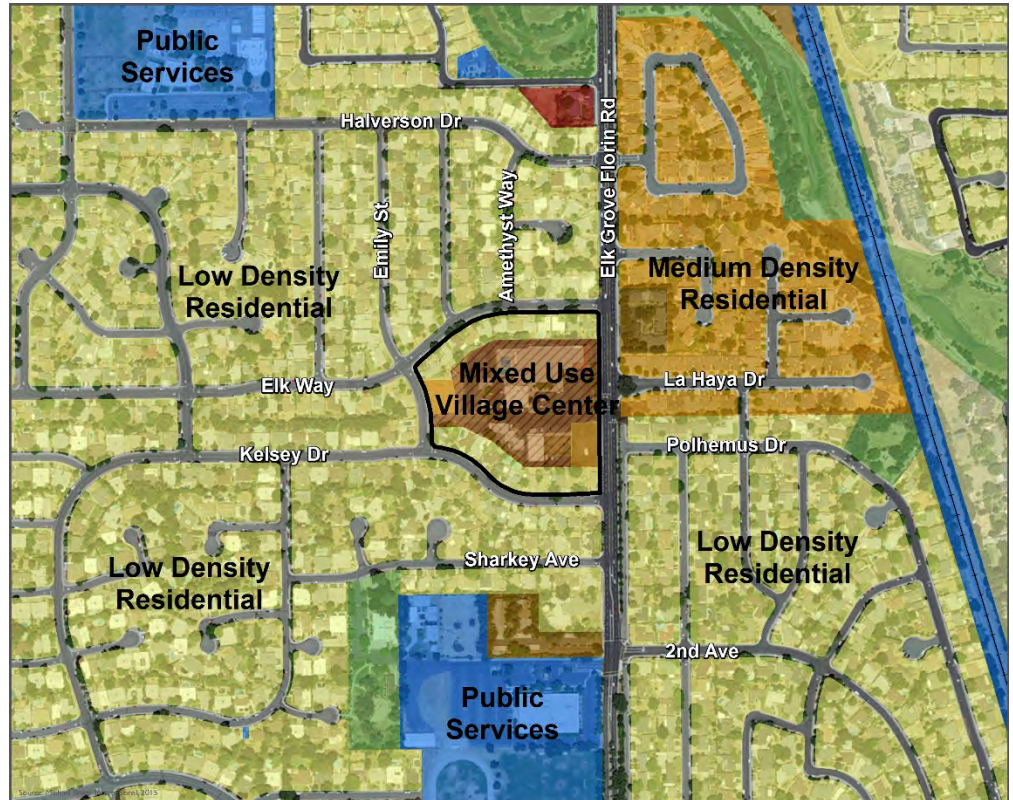
This could help to meet service needs in the proximity of more residences, support transit, encourage biking and walking, and allow the city to accommodate a larger share of projected growth in the existing City limits.



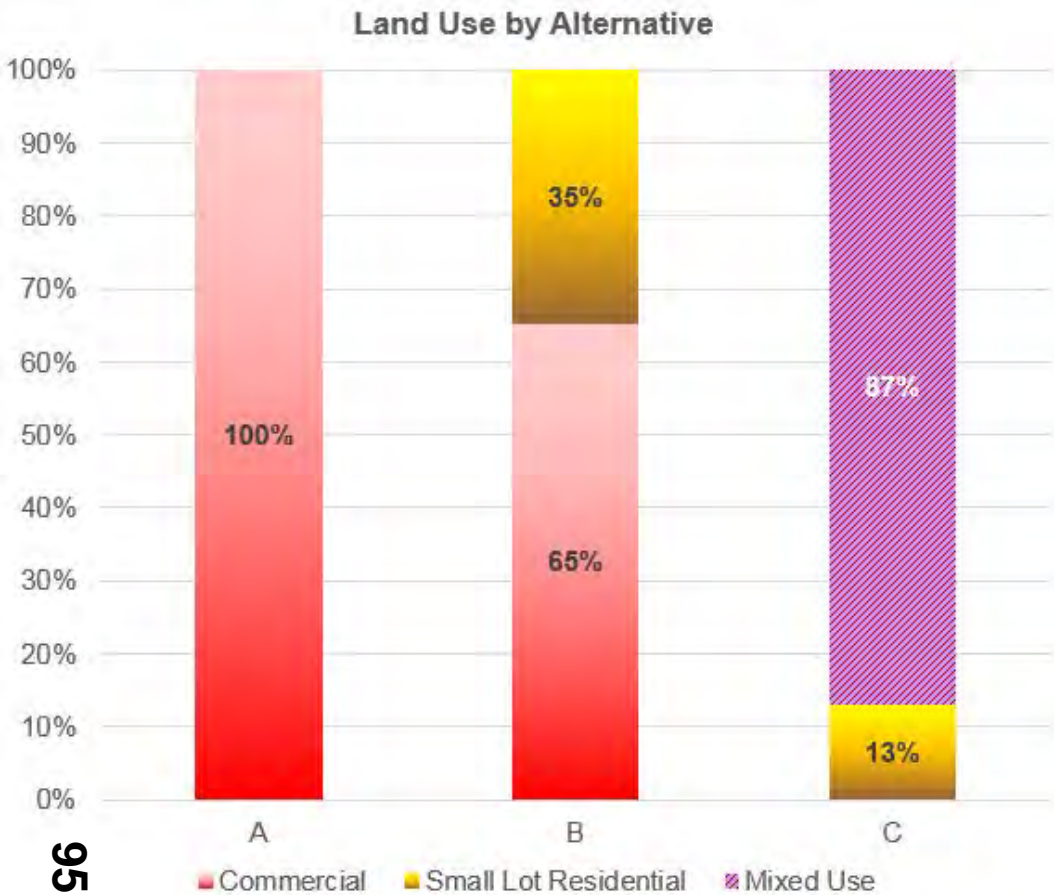
Site 6, Alternative C: Mixed Use Center with Commercial, Office and Apartments

- Would allow for a small amount of **town homes** to be developed along with **office and commercial** spaces mixed in the same buildings (mixed-use).
- Could accommodate up to **~10 dwelling units**.
- Could accommodate ~60% of the employment of Alternative A, resulting in up to **~100 jobs**.

Could help to meet even more service needs in close proximity to residences, provide employment opportunities, supply a larger variety of housing types in the City, support transit, encourage biking and walking, and allow the city to accommodate a larger share of projected growth in the existing City limits.



Site 6: Alternatives Comparison



Alternative A:
Commercial Center (Existing
General Plan)

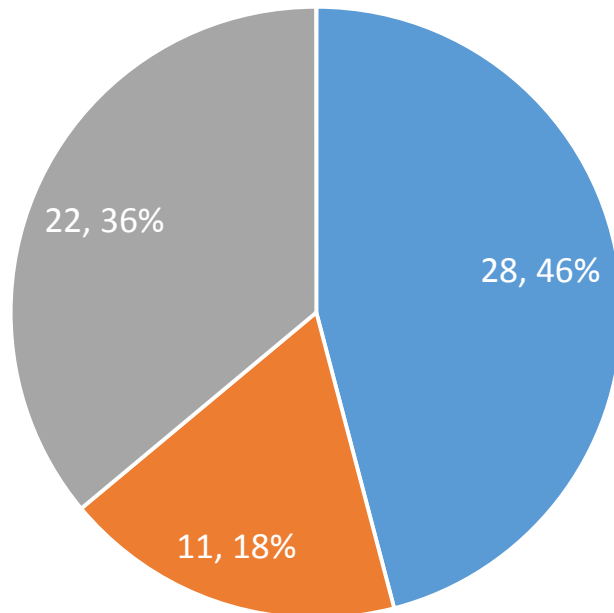
Alternative B:
Commercial Center with
Increased Density along Elk
Grove Florin

Alternative C:
Mixed Use Center with
Commercial, Office and
Apartments

Site 6 Results

Total Participants: 61

Opportunity Site 6: Preferences



- Alternative A: Commercial Center (Existing General Plan)
- Alternative B: Commercial Center with Increased Density along Elk Grove Florin
- Alternative C: Mixed Use Center with Commercial, Office and Apartments

Comment Summary:

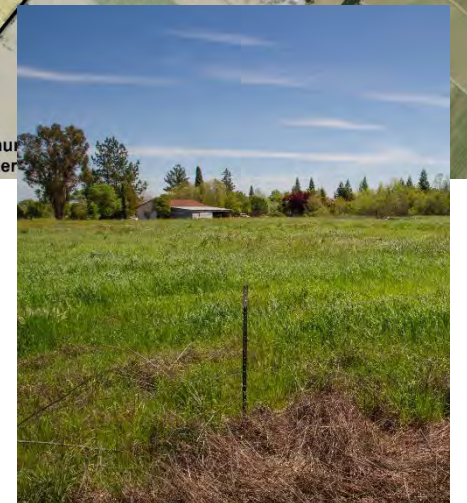
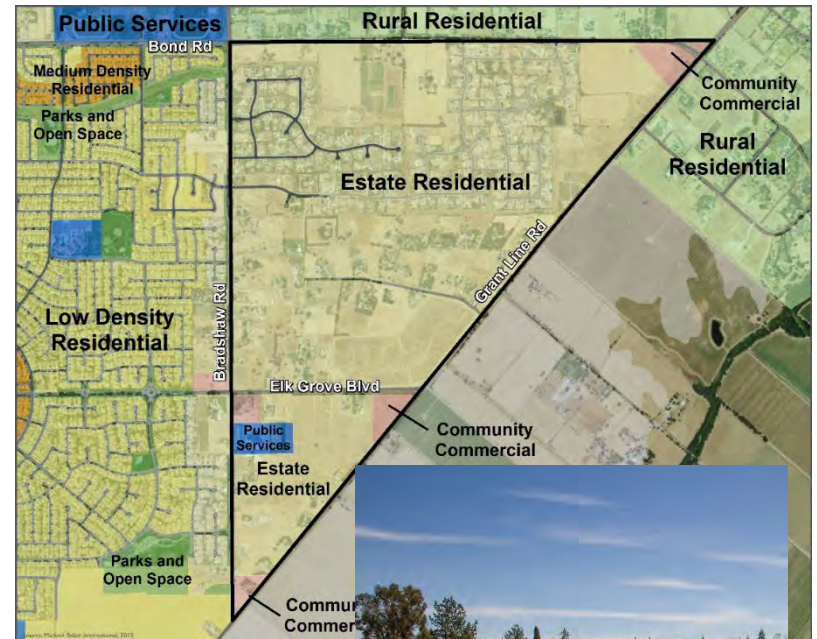
Count

Limit residential development in this area. Elk Grove needs more jobs, not housing.	4
Focus on improving bicycle and pedestrian safety and mobility, and roads	3
Increased population degrades shopping experiences, and increases traffic and crime	2
Mixed-use is not appropriate here	1
Consider mixed-use with apartments over ground floor commercial	1
Keep the existing General Plan designation	1
Include bicycle and walking paths, inviting outdoors paces, and public art	1
No more low income housing	1
Supporting principles are inaccurate	1

About Opportunity Site 7

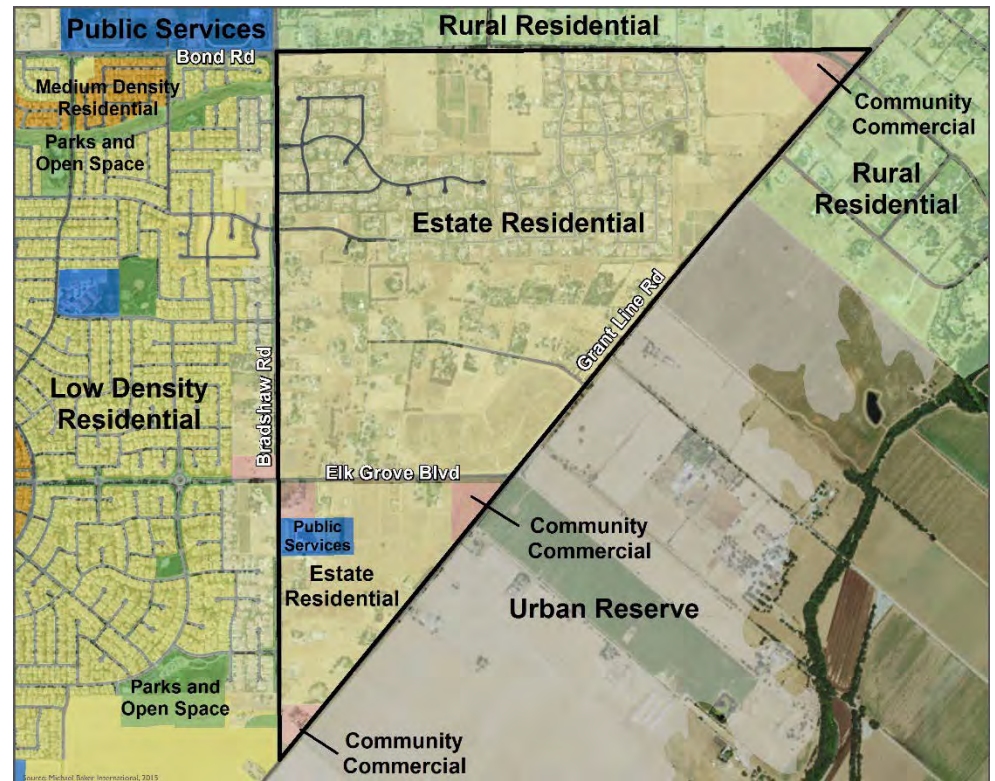
Existing Conditions

Acres	694.4
In Existing City Limits	Yes
Existing Condition	Neighborhood Residential, Rural Residential, Agriculture, School, Office, Vacant
Opportunities	Adjacent to Bradshaw Road, which has existing transit service and bicycle facilities
	Compatibility with the existing developed uses located in the Triangle Policy Area
Constraints	Compatibility with the existing rural character to the north and southeast Noise generated from Grant Line Road, Bradshaw Road, and Bond Road



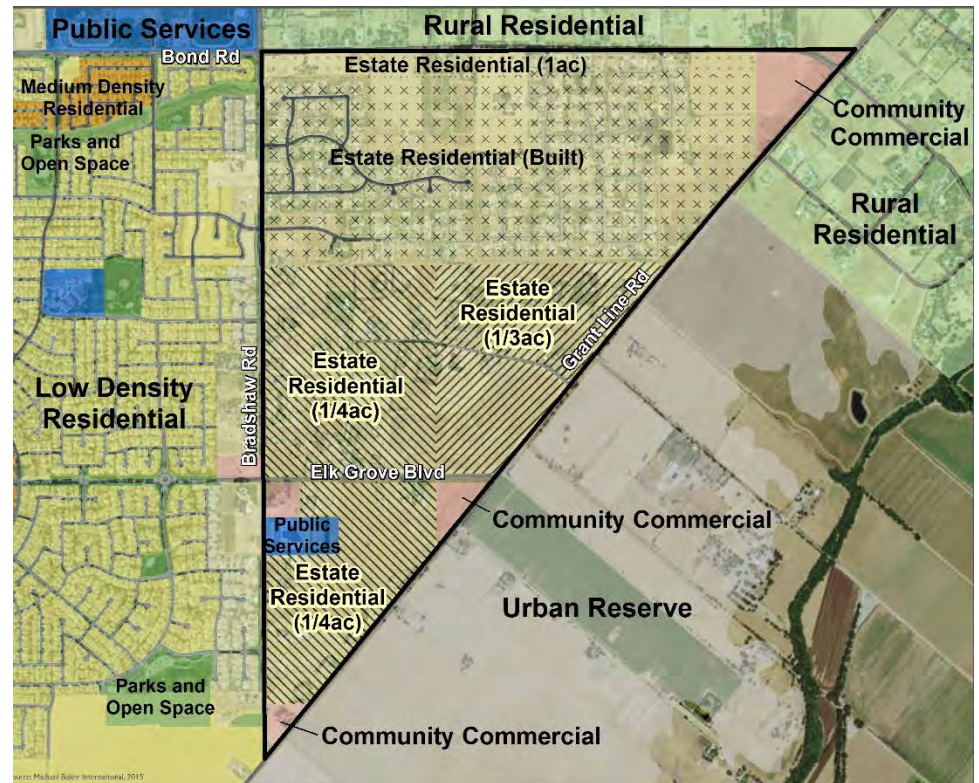
Site 7 Alternative A: Estate Residential (Existing General Plan)

- This alternative would preserve the existing land use plan, which allows primarily for large lot estate-style residential development and some commercial at key intersections.
- Could accommodate up to **~660 dwelling units**.
- Could accommodate up to **~800 jobs**.



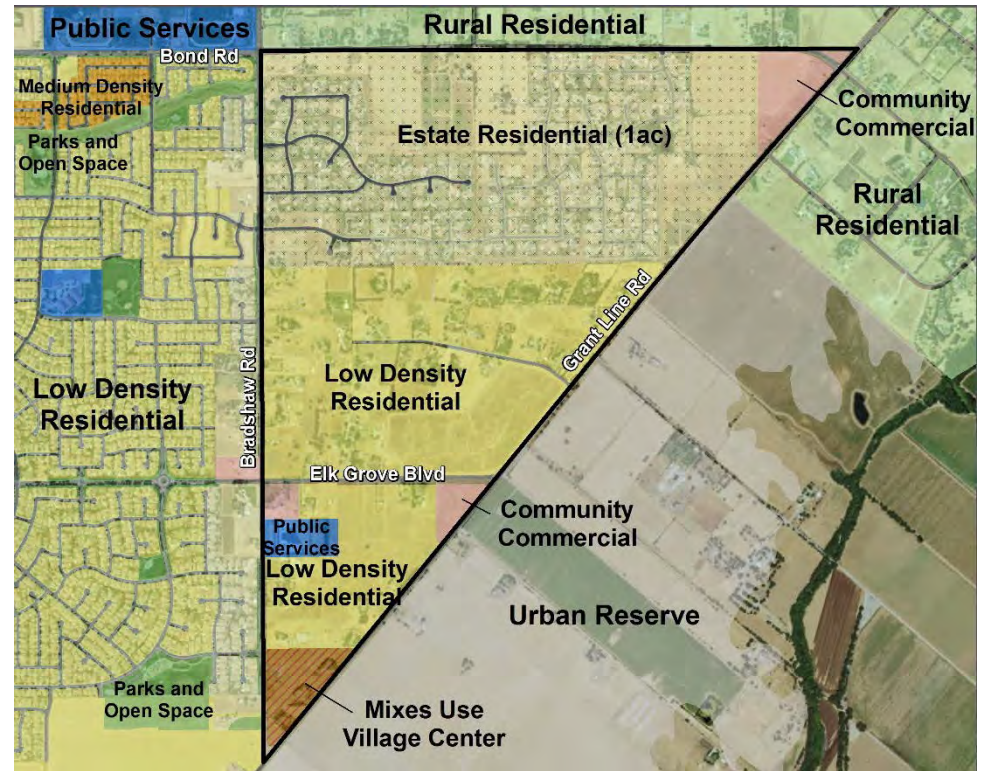
Site 7 Alternative B: Estate Residential with Commercial at Intersections

- Maintains most of the large lot estate-style residential development along Bond Road, but allows for smaller lot estate-style residential development in the southern portion of the site.
- Commercial development at key intersections is maintained.
- Could accommodate almost **2.5x the dwelling units** than Alternative A (up to ~**1,600 dwelling units**).
- **66** Could accommodate **20% the jobs** than Alternative A (up to ~**1,000 jobs**).

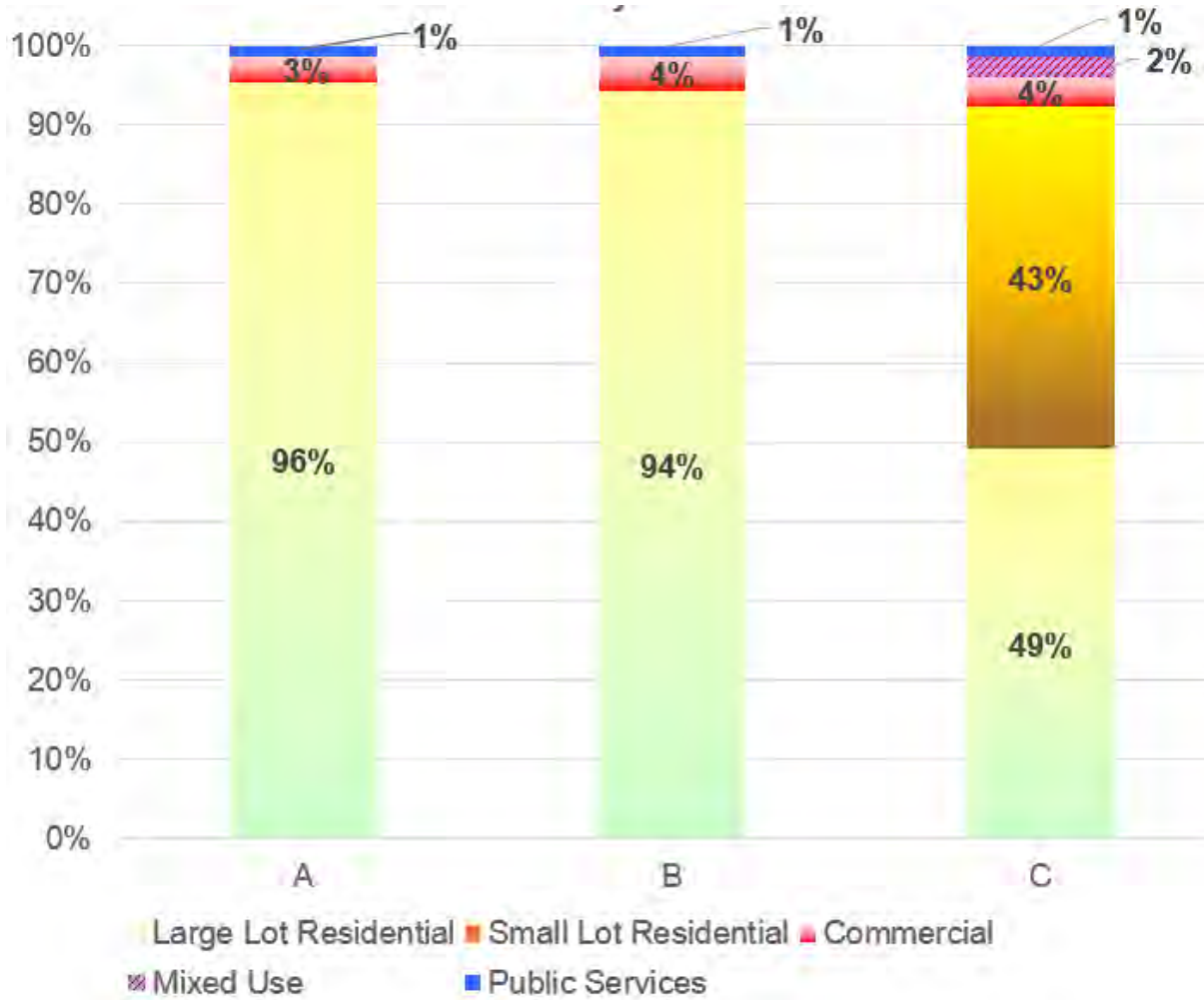


Site 7 Alternative C: Estate and Low Density Residential (with Mixed Use and Commercial Centers at Intersections)

- Maintains some large lot estate-style residential development along Bond Road, but would also allow for some smaller lot single-family residential development in the southern portion of the site.
- Would allow for some combined office and commercial development (mixed-use) at key intersections.
- Could accommodate almost **6x the dwelling units** than Alt A (up to **~3,900 units**).
- Could accommodate about **1.5x the jobs** than Alt A (up to **~1,200 jobs**).



Site 7 Alternatives Comparison



Alternative A:
Estate Residential
(Existing General
Plan)

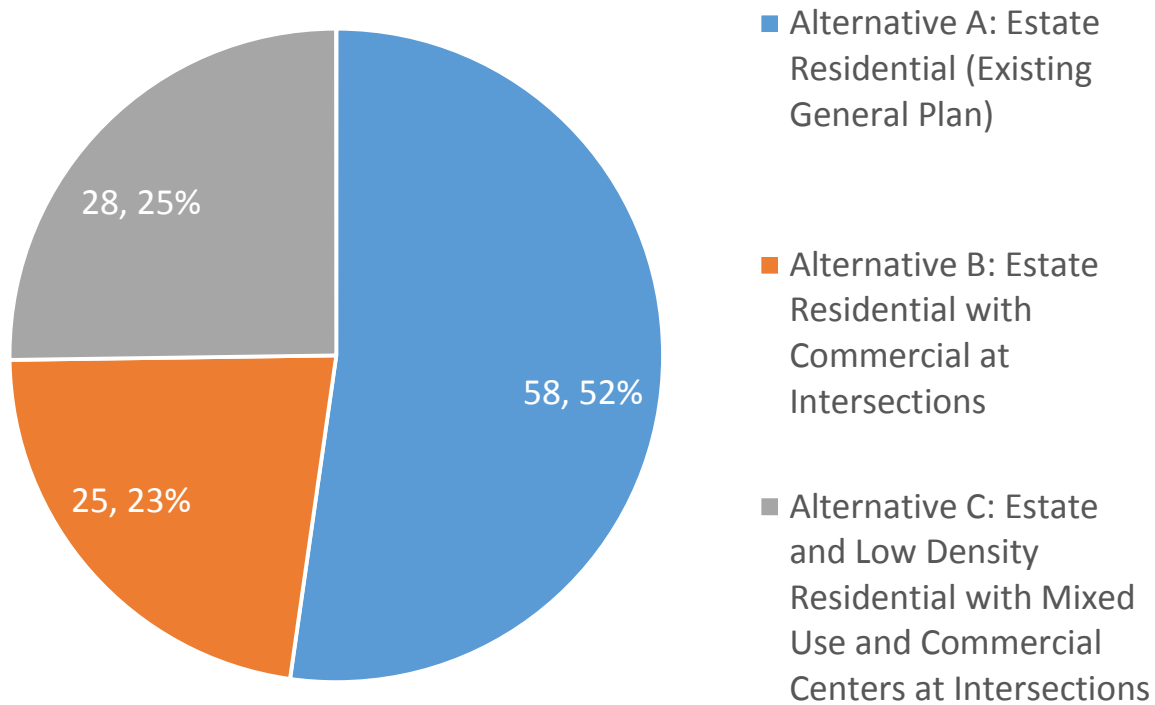
Alternative B:
Estate Residential
with Commercial at
Intersections

Alternative C:
Estate and Low
Density Residential
with Mixed Use and
Commercial Centers
at Intersections

Site 7 Results

Total Participants: 111

Opportunity Site 7: Preferences



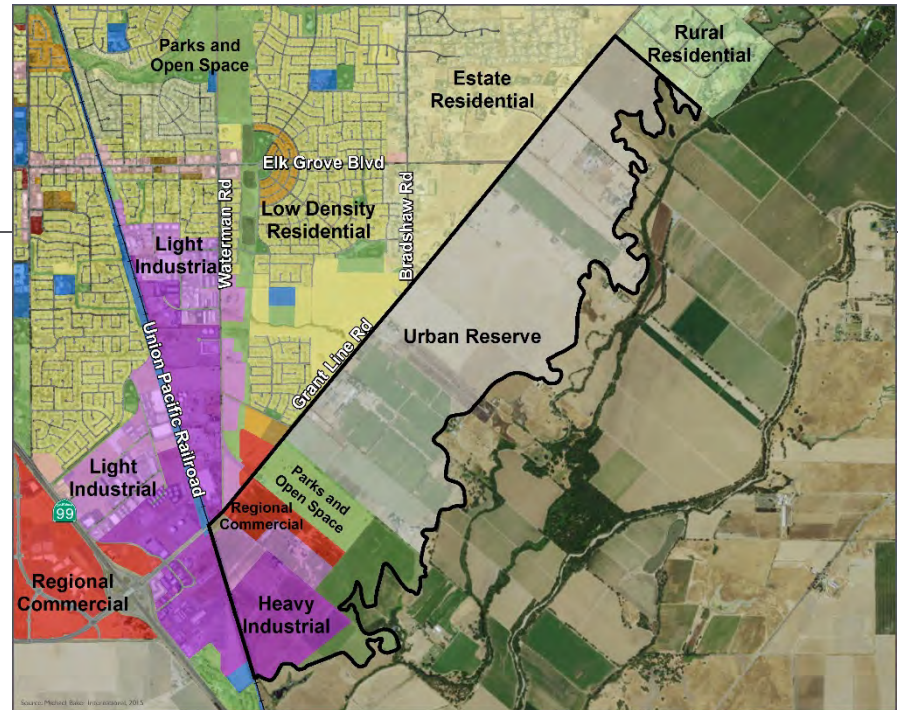
Site 7 Results

Comment Summary:	Count
Commercial uses such as gas stations and convenience stores are not compatible near estate residential and schools.	9
Commercial is not appropriate here. It will destroy the character of the community. Keep it rural.	13
Traffic, noise, and pollution are already issues in the area and will worsen with construction of new homes.	6
We don't need the same types of retail stores on every corner	1
The triangle of Elk Grove Blvd, Bradshaw Rd , and Grant Line rd. should be converted to a mix of alternate C. almost all the land in this area is not being used for anything. Needs to be developed into tax generating property for our city.	1
Supporting principles are inaccurate	1
Ensure that walking/biking paths run through the neighborhood and that residential uses are not physically cut off from nearby communities and other uses by barrier walls	1
Prefer an Alternative D - building a community out here that is not car dependent.	1
We don't need more estate housing. Consider creative service areas and open space convenient to rural residents.	1
Fill in contiguous development and provide commercial services to nearby residents to reduce traffic and provide employment opportunities in the area.	1
Need a gas station, restaurants, and big box store here	1
Keep open space and large-lot residential to keep population density low.	1
Alternative C would enhance our ability to create jobs and taxes for the community	1
Need parks in this area	1

Study Area I

Existing Conditions

Acres	1,773.2
In Existing City Limits	No
Existing Condition	Agriculture, Light Industrial Flooding potential along the southern boundary adjacent to the Cosumnes River
Constraints	Compatibility with existing agricultural operations Prime Farmland or Farmland of Statewide Importance present Potential habitat lands present

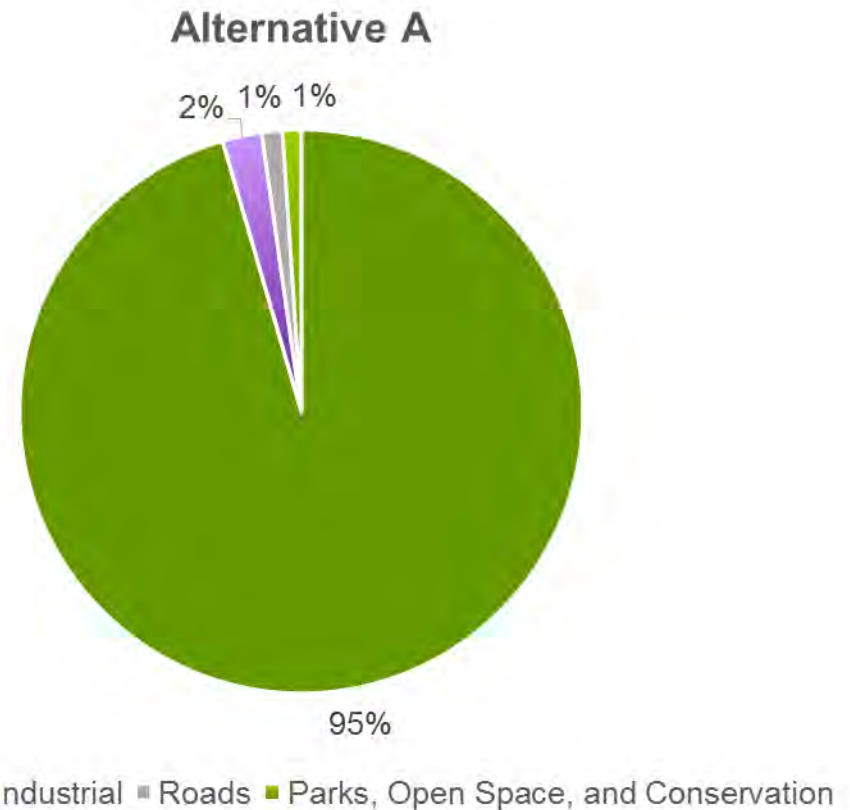


Area I, Alternative A: Existing Planned Land Uses (County)

- Land uses would primarily be general **agricultural**, agricultural cropland, and limited industrial uses.
- Includes a **recreation center** with **industrial and commercial** uses concentrated at the west end of the study area along Highway 99 and Grantline.

Potential Outcomes

- *Could accommodate up to ~100 dwelling units.*
- *Could provide for up to ~450 jobs.*

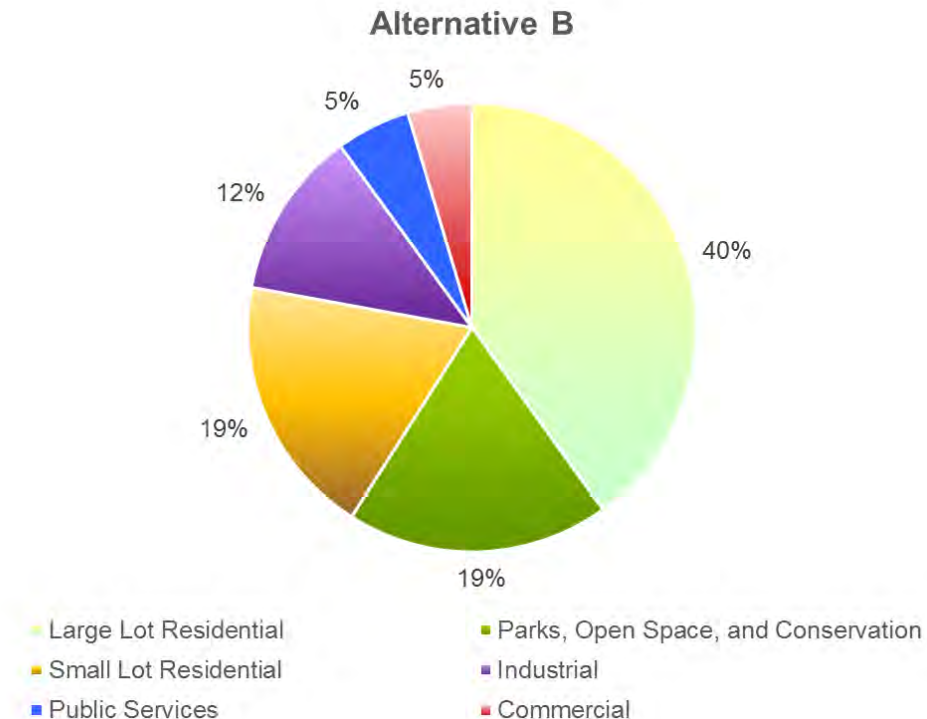


Area I, Alternative B: Recreation and Employment Center with Lower Density

- Includes a **recreation center** with **industrial and commercial** uses concentrated at the west end of the study area along Highway 99 and Grant Line.
- **Residential** uses would extend from the recreation center on the west end to the east end of the study area, decreasing in density from single-family residential to large lot rural residential uses to provide a buffer from agricultural uses to the east.
- Community-serving **commercial** would be located at key intersections along Grant Line.
- An **open space and conservation buffer** would be required along the Cosumnes River to preserve flood prone areas and potential habitat.

Potential Outcomes

- *Could accommodate as much as 36x the number dwellings of Alternative A: up to **~2,750 units**.*
- *Could provide for 18x the employment of Alternative A, resulting in **~8,400 jobs**.*

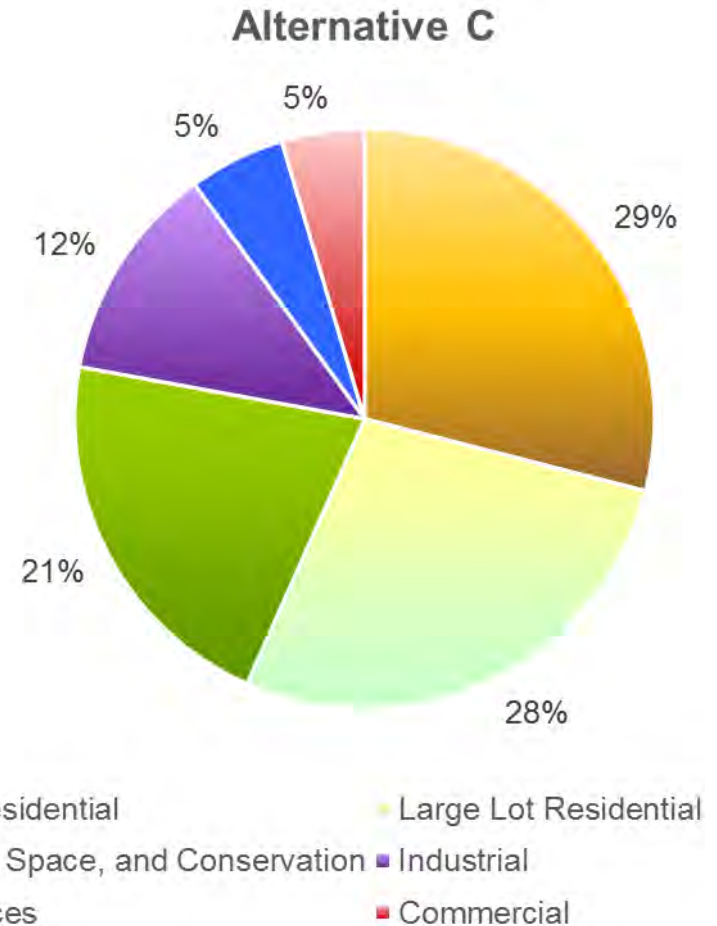


Area I, Alternative C: Recreation and Employment Center with Higher Density

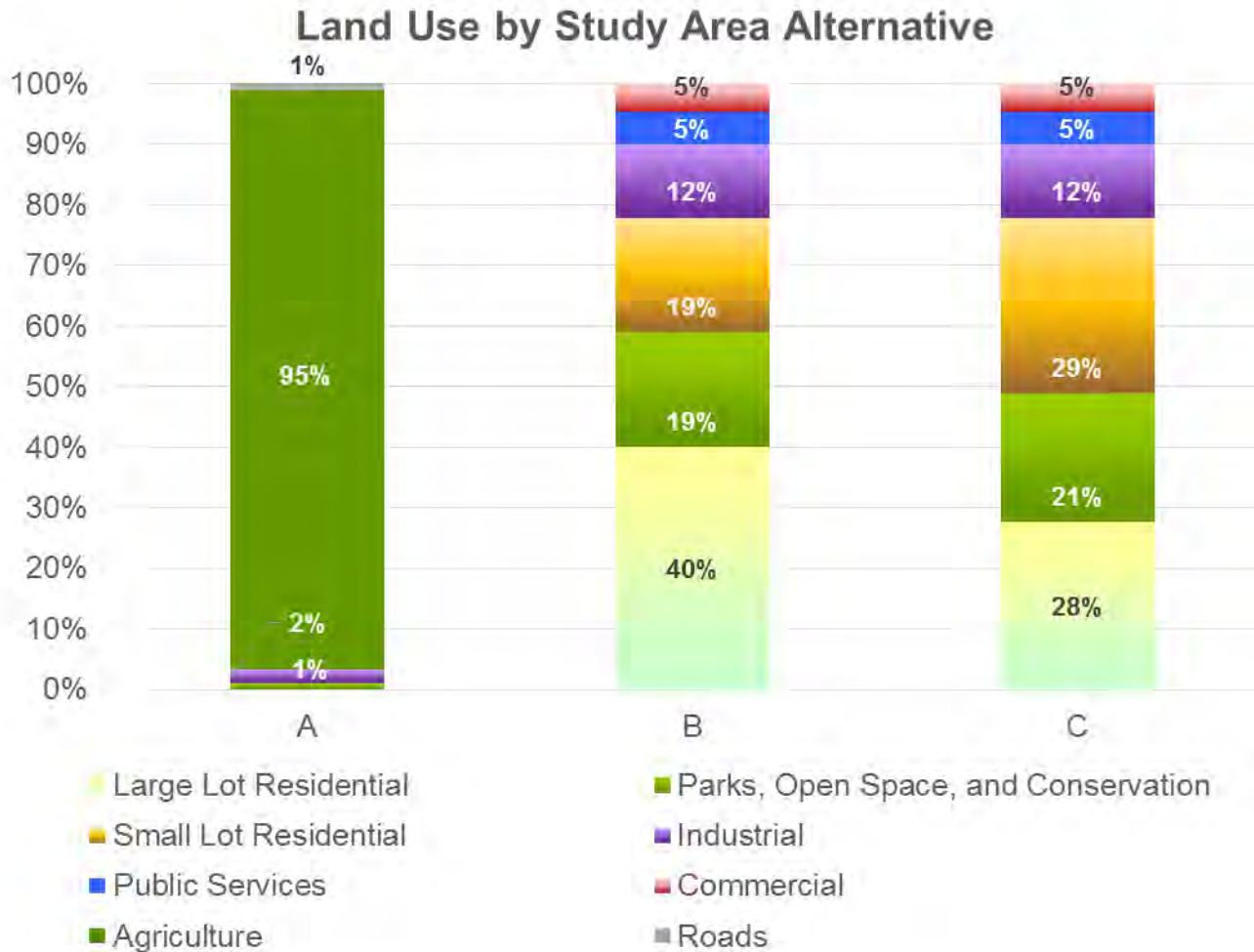
- Includes a recreation center with industrial and commercial uses concentrated at the west end of the study area along Highway 99 and Grant Line.
- Residential uses would extend from the recreation center on the west end to the east end of the study area, decreasing in density from higher density apartments and townhomes to large lot rural residential uses to provide a buffer from agricultural uses to the east.
- Mixed commercial and office with limited residential uses would be located at key intersections along Grant Line.
- An open space and conservation buffer would be required along the Cosumnes River to preserve flood prone areas and potential habitat.

Potential Outcomes

- Could provide for as much as 72x the number dwelling units of Alternative A, resulting in up to **~5,500 units**.
- Could provide 18x the employment of Alt A, resulting in up to **~8,400 jobs**.



Area I: Alternatives Comparison



Alternative A:
Existing Planned
Land Uses
(County)

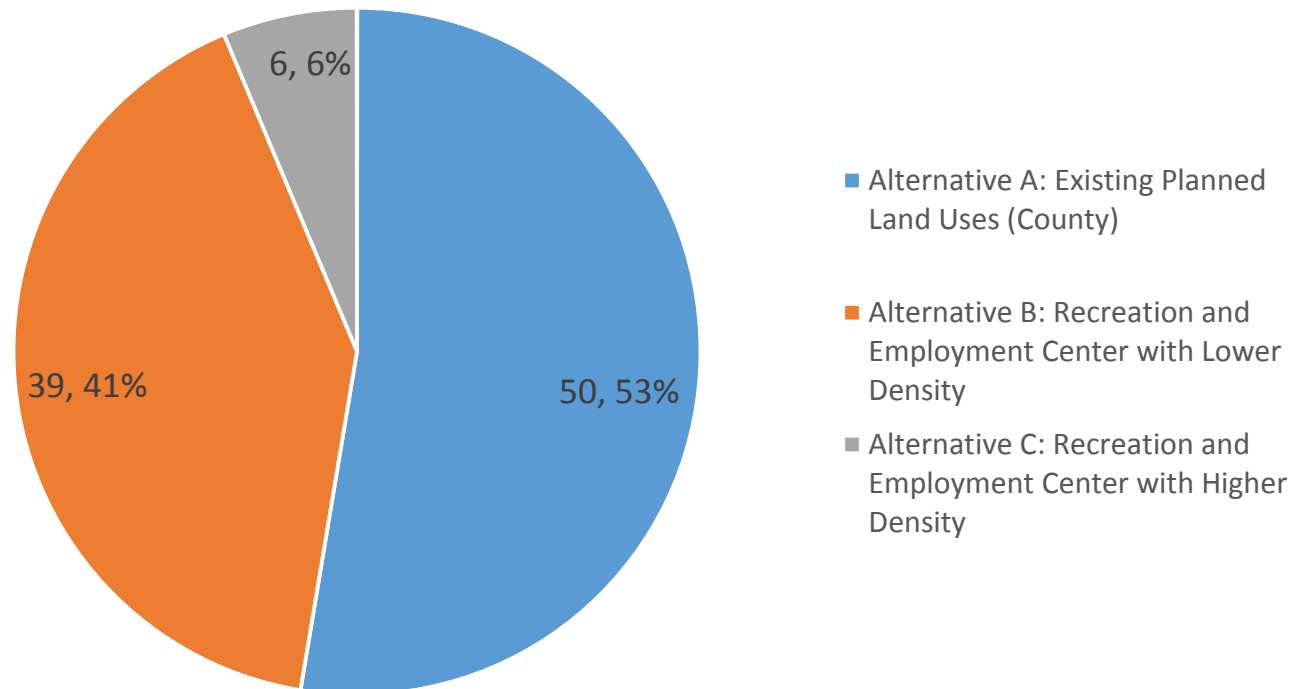
Alternative B:
Recreation and
Employment
Center with
Lower Density

Alternative C:
Recreation and
Employment
Center with
Higher Density

Study Area I Results

Total Participants: 95

Study Area 1 Preferences



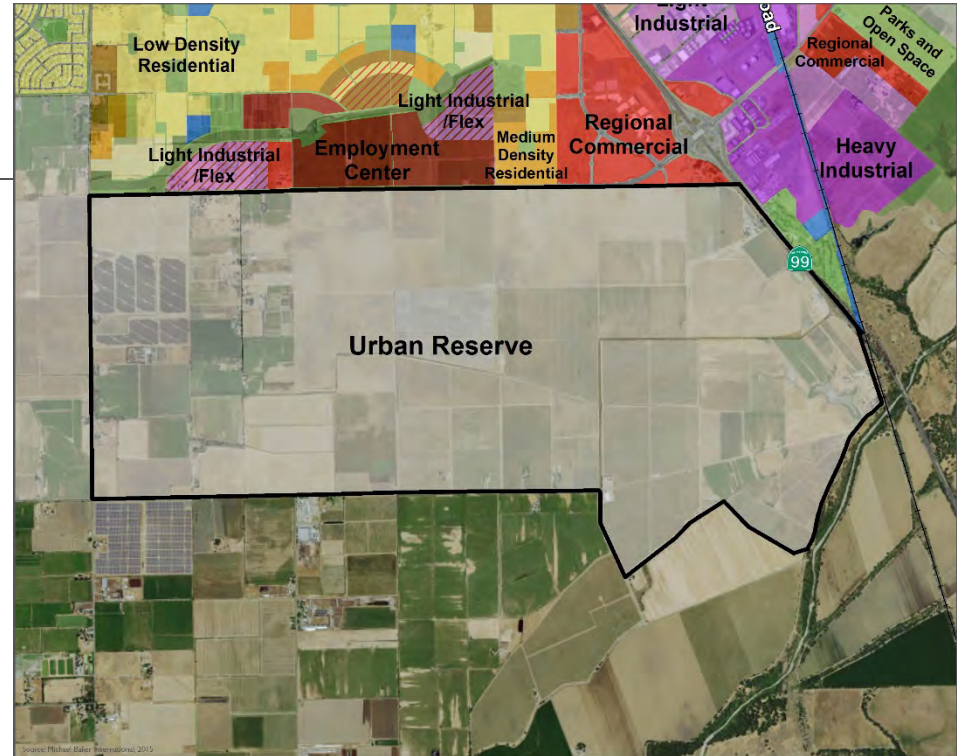
110 Study Area I Results

Comment Summary:	Count
Preserve farmland and the historic rural character.	7
Do not expand city limits into agricultural areas.	4
Great place for a sports complex	2
County fairgrounds or amphitheater venue	3
Good for an employment center or industrial uses. We need more jobs, not more homes.	2
Do not develop more considering the drought	2
Great place for a mixed-use village	1
Do not increase density	1
Protect the riparian areas	1
Apparently a developer already has plans for this area. This whole process simply reinforces the belief that citizens only have the appearance of input, but not real input. These alternatives do not fit with the General Plan guiding principles.	1
Tackle projects within city limits before expanding	1
No casinos in Elk Grove	1
Support for increased farm to fork and agri-tourism opportunities	1
Make river accessible by trails.	1
Add a transit hub and park-and-ride near sports complex	1

About Study Area 2

Existing Conditions

Acres	3,675.6
In Existing City Limits	No
Existing Condition	Agriculture, Rural Residential, Service Facility Flooding potential along the southeast boundary adjacent to the Cosumnes River
Constraints	Compatibility with existing agricultural operations Prime Farmland or Farmland of Statewide Importance present Potential habitat lands present

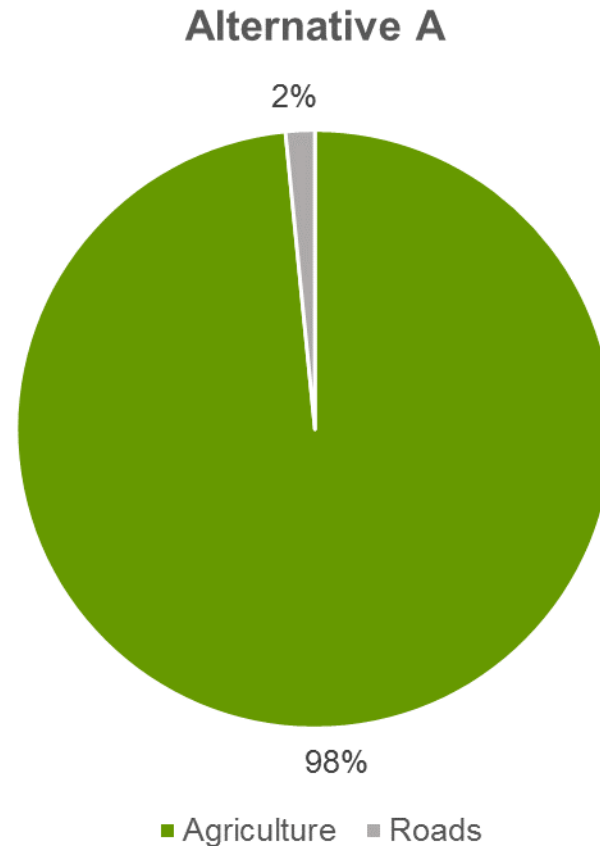


Area 2, Alternative A: Existing Planned Land Uses (County)

- Land would remain primarily **agricultural** cropland.

Potential Outcomes

- Would not provide dwelling units.
- Could provide up to **~200 jobs**.

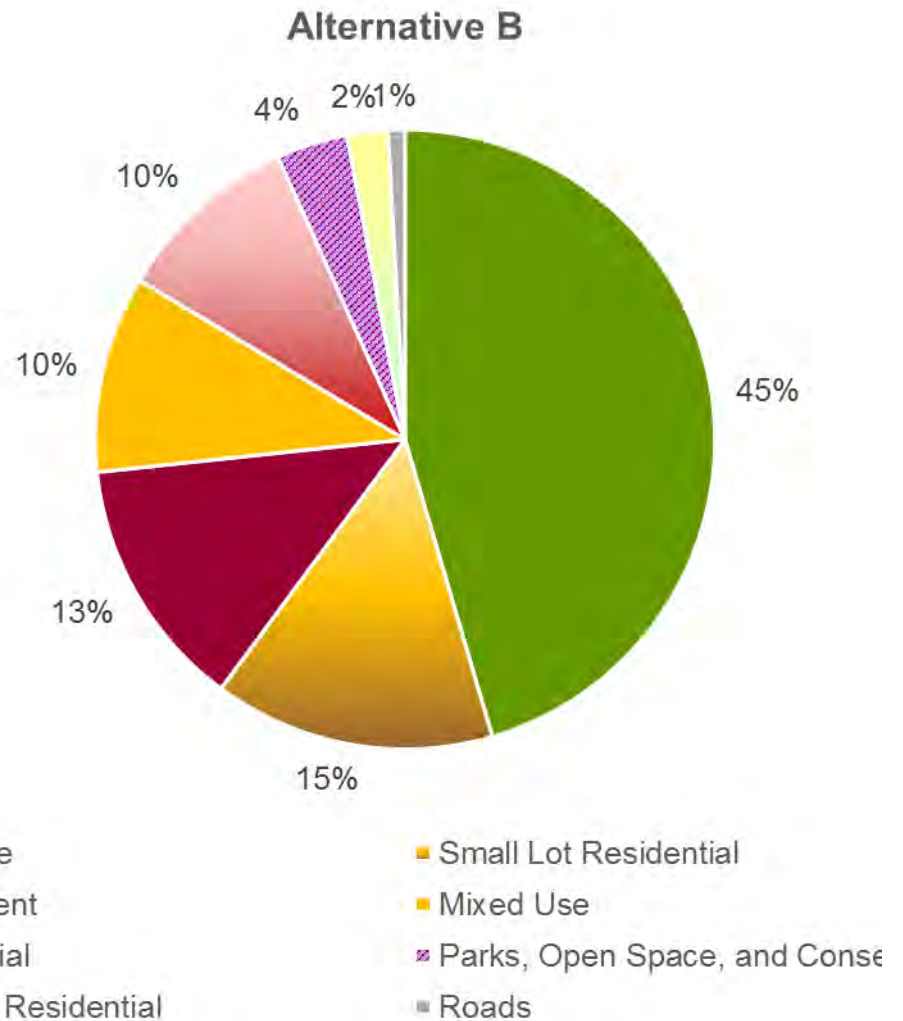


Area 2, Alternative B: Village Center with Increased Employment Opportunities

- Maintains nearly half of the study area for **agricultural** uses along the southern edge.
- Provides for a new **mixed use village center** south of Kammerer in the eastern portion of the study area.
- Residential uses would extend from the village center to the preserved agricultural lands, decreasing in density from higher density **apartments** and **townhomes** to **estate residential** uses.
- Concentrates **commercial, office, and light industrial** uses along south side of Kammerer and in the western portion of the study area.

Potential Outcomes

- Could provide for up to **~5,200 dwelling units**, compared to Alternative A, which does not accommodate dwelling units.
- Could provide for up to **~72,000 jobs**, compared to Alternative A with ~200 jobs.



Area 2, Alternative C: Village Center with Increased Residential Opportunities

- Maintains nearly half of the study area for **agricultural** uses along the southern edge.
- Provides for a new **mixed use village center** south of Kammerer in the eastern portion of the study area.
- Residential uses would extend from the village center to the preserved agricultural lands, decreasing in density from higher density **apartments** and **townhomes** to **estate residential uses**.
- **Mixed density residential** would be located in the western portion of the study area.
- Concentrates **commercial, office, and light industrial** uses along south side of Kammerer.

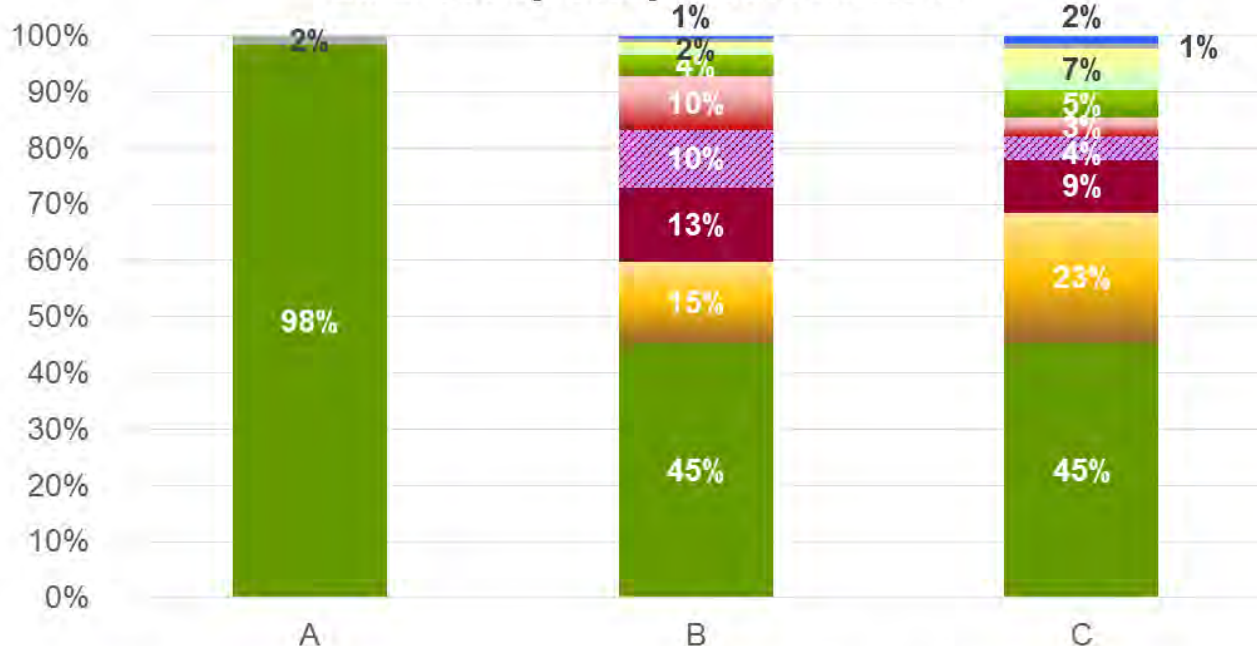
Potential Outcomes

- Could accommodate up to **~8,800 dwelling units**, compared to Alternative A, which does not have dwelling units.
- Could provide for up to **~42,100 jobs**, compared to Alternative A with **~200 jobs**.



Area 2: Alternatives Comparison

Land Use by Study Area Alternative



- Agriculture
- Employment
- Commercial
- Large Lot Residential
- Public Services
- Small Lot Residential
- Mixed Use
- Parks, Open Space, and Conservation
- Roads

Alternative A:
Existing Planned
Land Uses
(County)

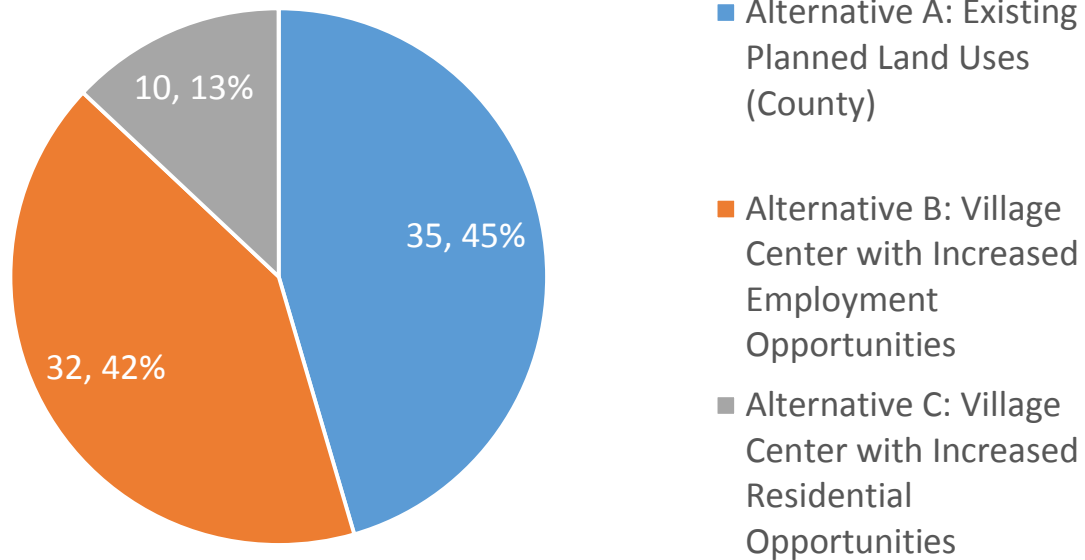
Alternative B:
Village Center
with Increased
Employment
Opportunities

Alternative C:
Village Center
with Increased
Residential
Opportunities

116 Study Area 2 Results

Total Participants: 77

Study Area 2: Preferences



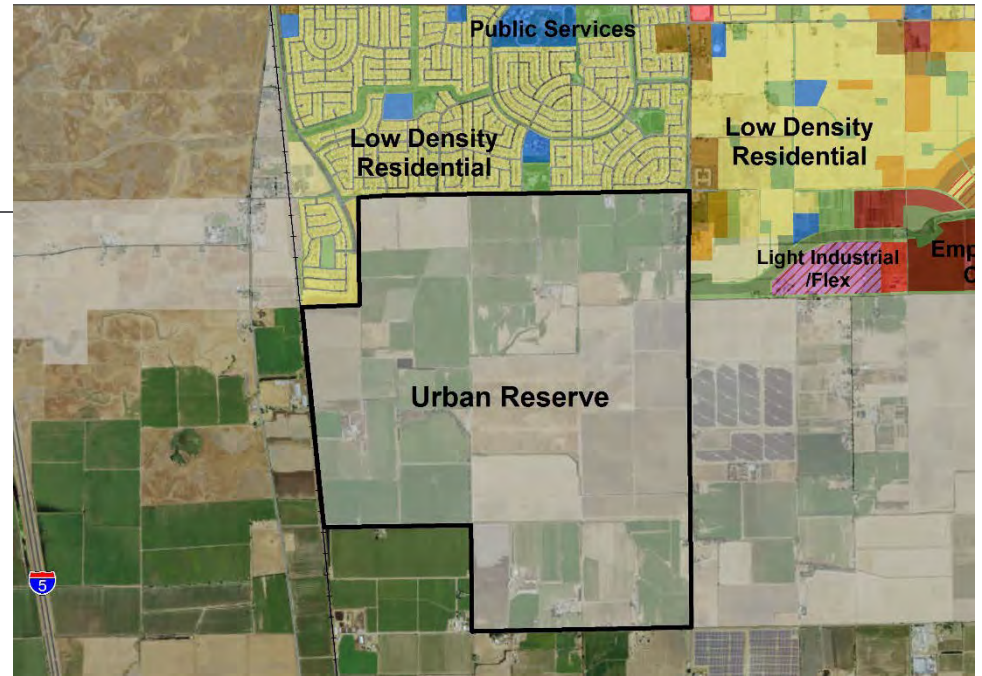
Study Area 2 Results

Comment Summary:	Count
Do not expand city limits into agricultural areas	3
Apparently a developer already has plans for this area. This whole process simply reinforces the belief that citizens only have the appearance of input, but not real input. These alternatives do not fit with the General Plan guiding principles.	2
We need more jobs in Elk Grove. We have enough homes.	4
Provide a balanced plan with a mix of uses that is economically feasible.	1
Increased population will exacerbate traffic in the area	1
Tackle projects within city limits before expanding	1
Support for increased farm to for opportunities	1

118 About Study Area 3

Existing Conditions

Acres	1,914.6
In Existing City Limits	No
Existing Condition	Agriculture, Rural Residential Flooding potential in the western portion of the area
Constraints	Compatibility with existing agricultural operations Prime Farmland or Farmland of Statewide Importance present Potential habitat lands present

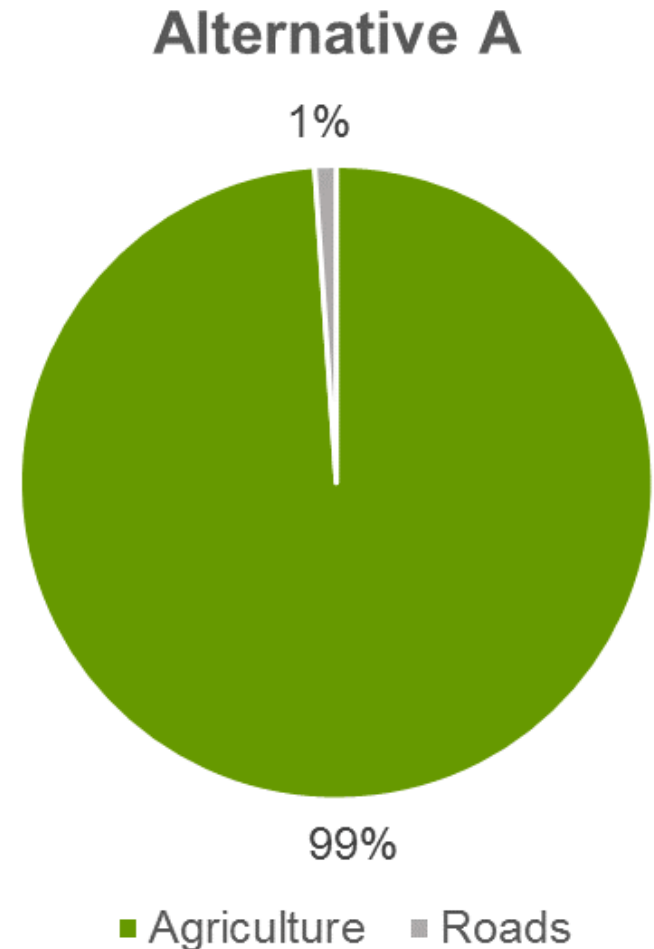


Area 3, Alternative A: Existing Planned Land Uses (County)

- Land would remain primarily **agricultural** cropland.

Potential Outcomes

- Alternative A would provide for no residential units.
- Alternative A could provide for up to **~1,000 jobs**.

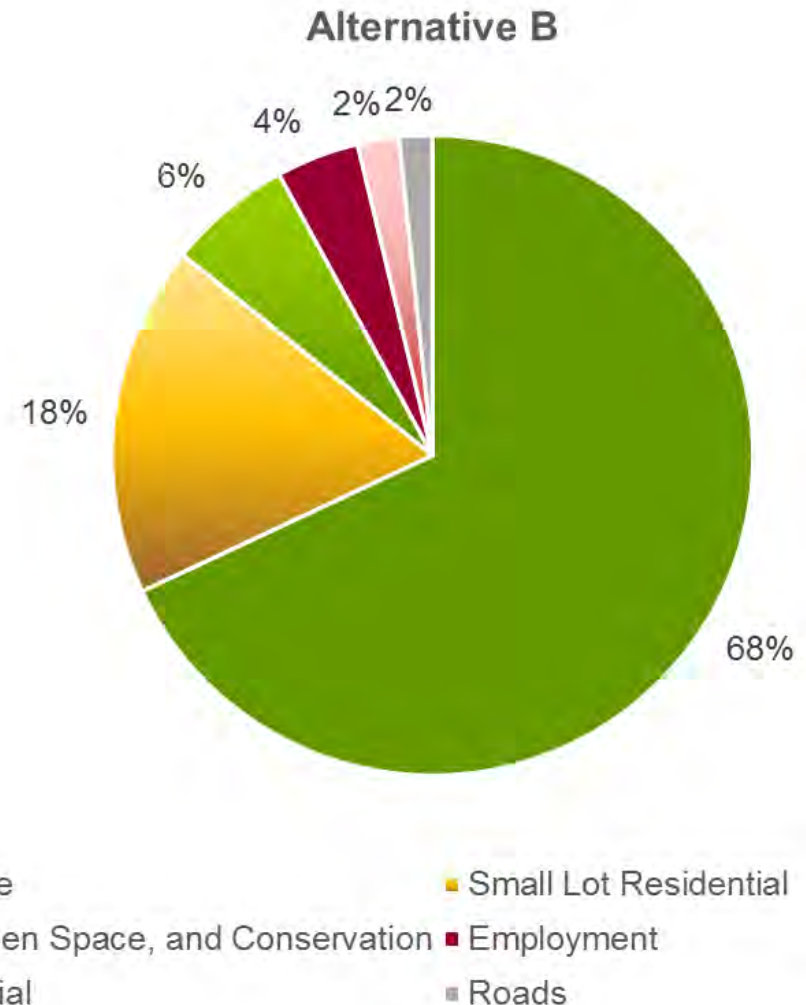


Area 3, Alternative B: Increased Residential Opportunities

- Maintains nearly two-thirds of the study area for **agricultural** uses along the southern edge.
- Concentrates **office uses** in the northeast corner.
- Residential uses would extend from the office uses in the northeast to the western portion of the study area, decreasing in density from higher density **apartments** and **townhomes** to **single family residential**.

Potential Outcomes

- Could provide for up to **~4,000 dwelling units** (2x Alternative C).
- Could provide for as much as 8x the employment of Alternative A, resulting in up to **~8,000 jobs**.

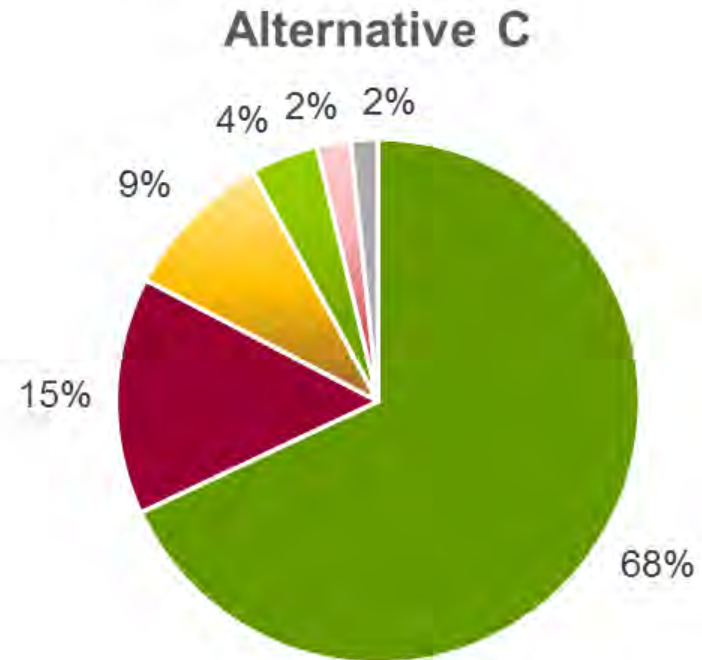


Area 3, Alternative C: Increased Employment Opportunities

- Maintains nearly two-thirds of the study area for **agricultural** uses along the southern edge.
- Concentrates **offices** along Kammerer Road.
- Residential uses would extend from the office uses in the northeast to the western portion of the study area, decreasing in density from higher density **apartments** and **townhomes** to **single family residential**.

Potential Outcomes

- Could provide for up to **~2,100 dwelling units**. This alternative would have roughly half of the number of dwelling units in Alternative B.
- Could provide for as much as 26x the employment of Alternative A, resulting in up to **~26,000 jobs**.



■ Agriculture

■ Small Lot Residential

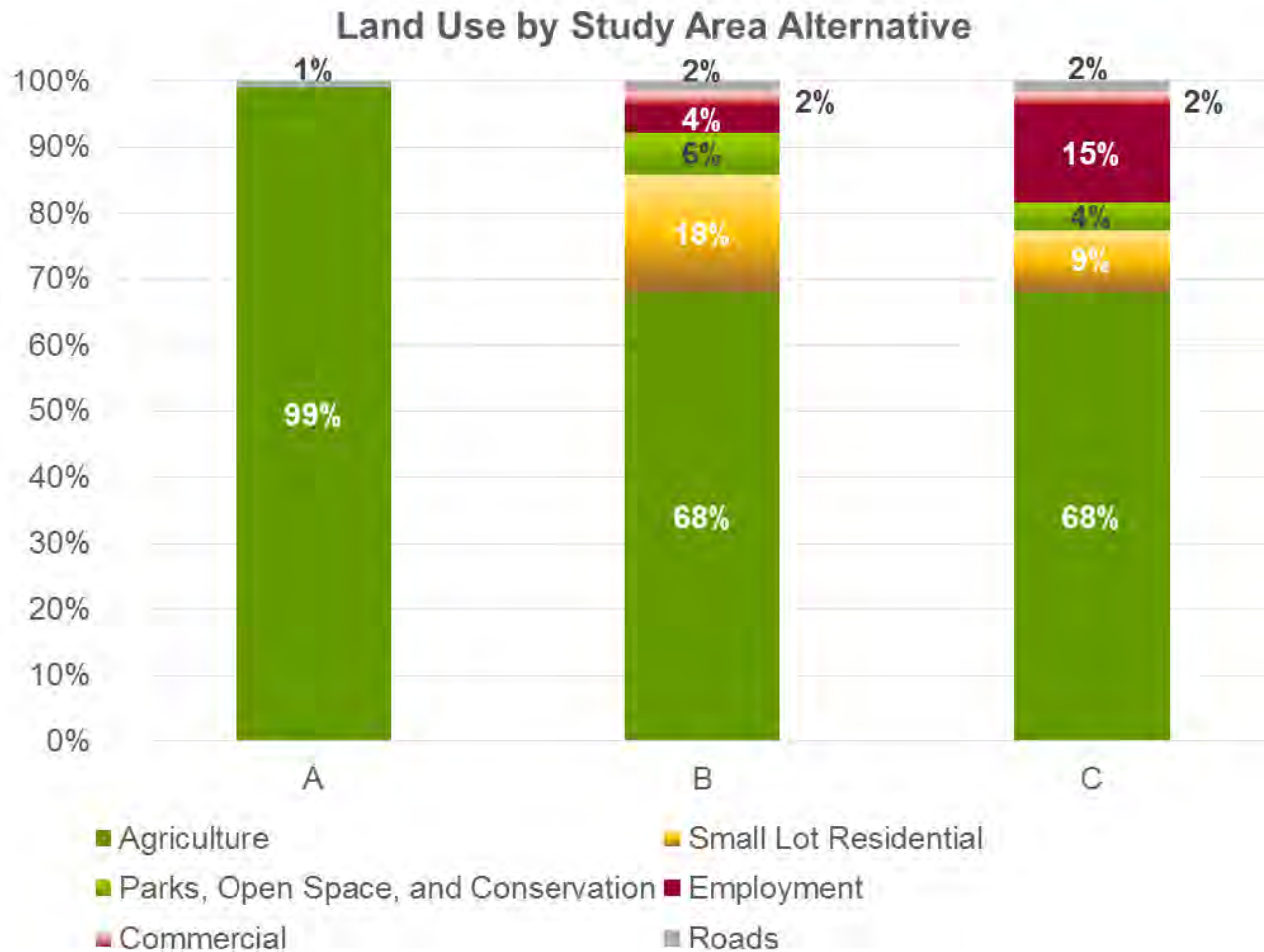
■ Commercial

■ Employment

■ Parks, Open Space, and Conservation

■ Roads

Area 3: Alternatives Comparison



Alternative A:
Existing Planned
Land Uses
(County)

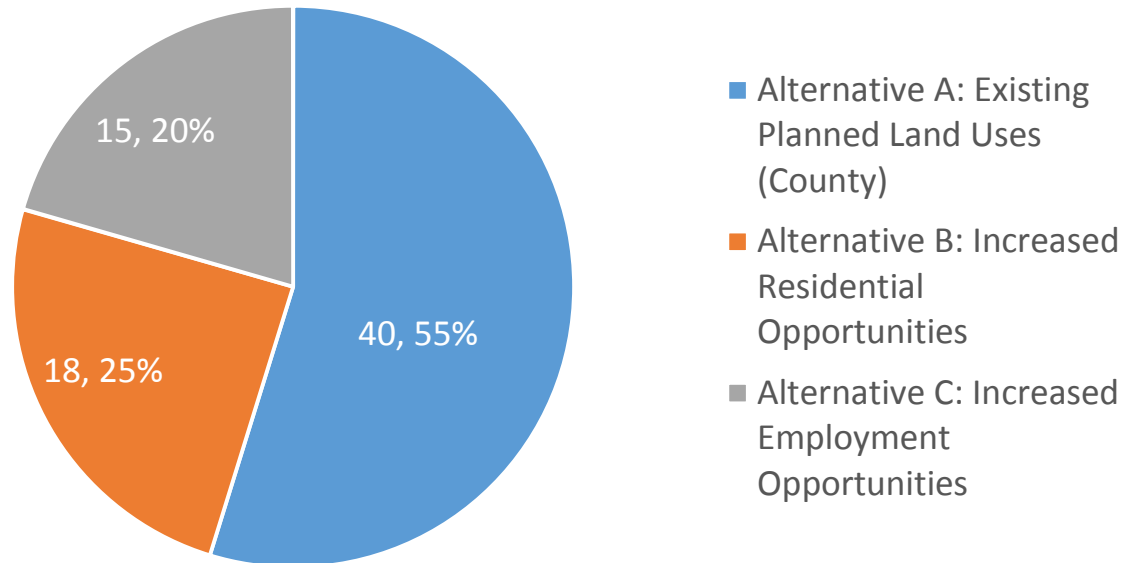
Alternative B:
Increased
Residential
Opportunities

Alternative C:
Increased
Employment
Opportunities

Study Area 3 Results

Total Participants: 73

Study Area 3: Preferences



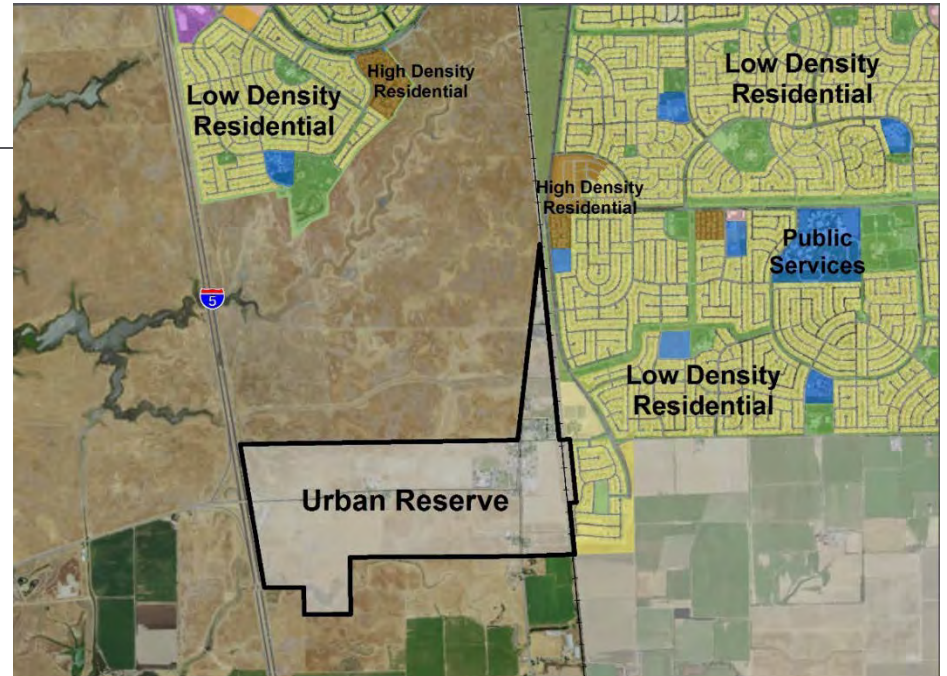
124 **Study Area 3 Results**

Comment Summary	Count
Keep as rural/open space. Do not expand beyond the City boundary.	5
Apparently a developer already has plans for this area. This whole process simply reinforces the belief that citizens only have the appearance of input, but not real input. These alternatives do not fit with the General Plan guiding principles.	2
Elk grove needs additional commercial uses (restaurants, shopping, gas stations) to accommodate new and expanding residential.	1
Designate the northern portion of the study area for future development consistent with surrounding residential neighborhoods.	1
Focus on infill rather than expanding into undeveloped areas.	1
Alternative C would bring much-needed jobs to Elk Grove	1
No need for additional homes in the area	1
This area provides an opportunity for a variety of uses.	1

About Study Area 4

Existing Conditions

Acres	553,9
In Existing City Limits	No
Existing Condition	Agriculture, Rural Residential, School, Light Industrial, Residential-Neighborhood, Neighborhood Commercial, Vacant
Constraints	Floding potential throughout the area Compatibility with existing agricultural operations Prime Farmland or Farmland of Statewide Importance present Potential habitat lands present

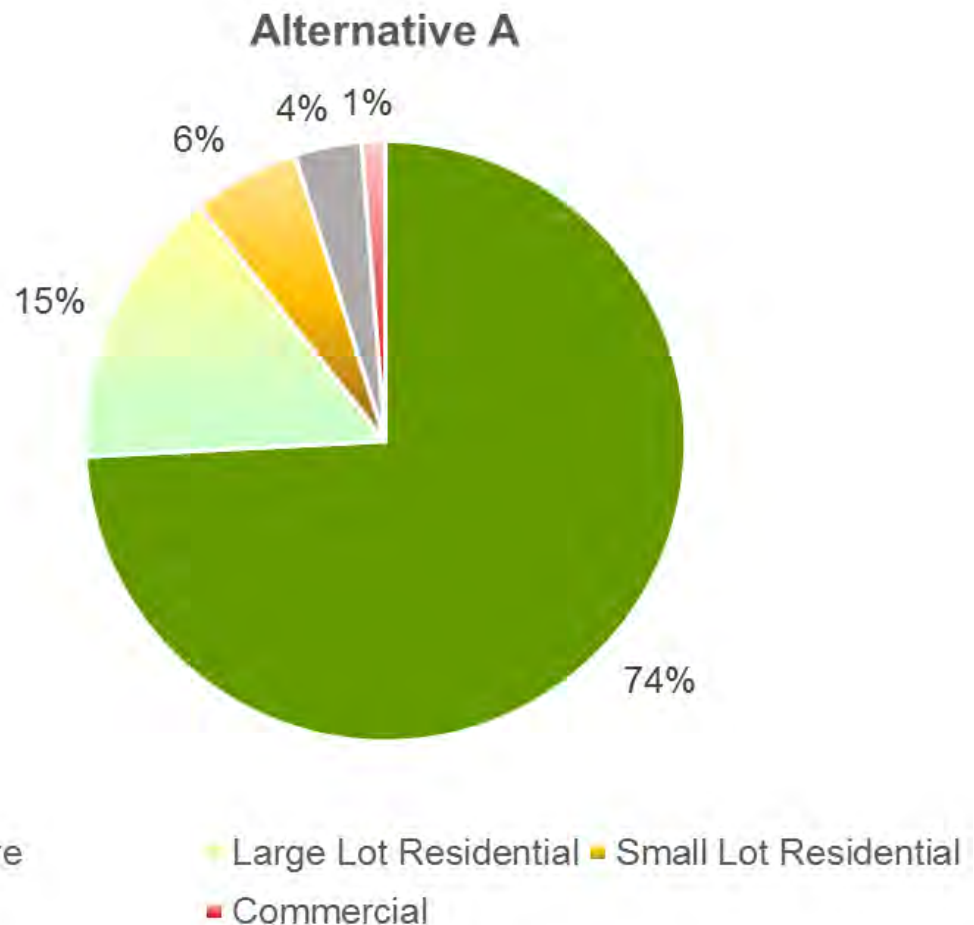


Area 4, Alternative A: Existing Planned Land Uses (County)

- Land would remain primarily **agricultural** cropland with **limited residential and commercial uses.**

Potential Outcomes

- Alternative A could provide for **~30 dwelling units.**
- Alternative A could provide for **~140 jobs.**

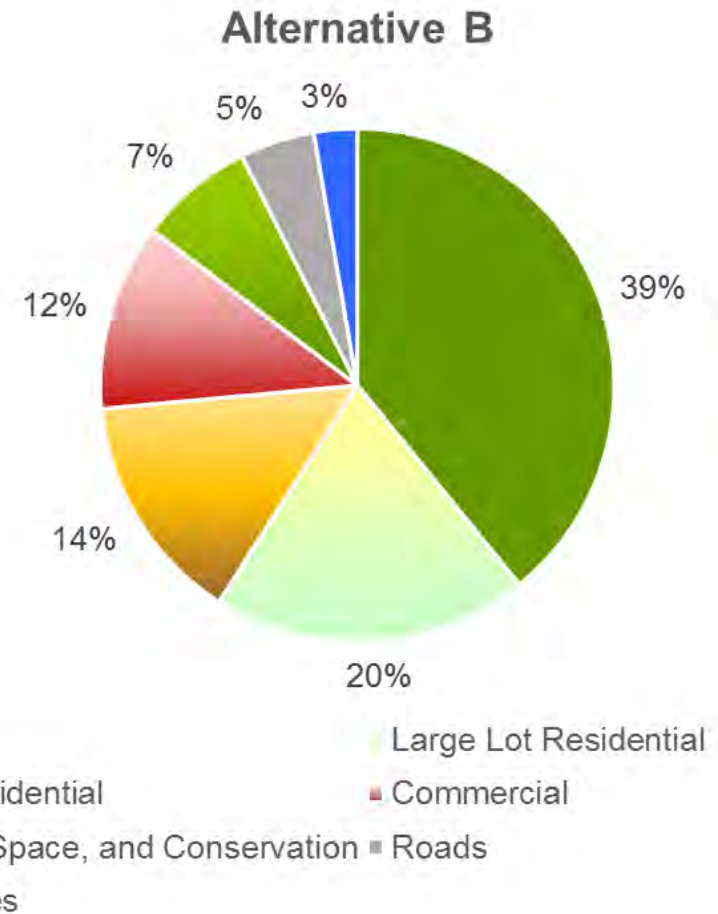


Area 4, Alternative B: Commercial Opportunities along I-5

- Maintains **rural residential** and **agriculture** as the primary use west of Franklin Boulevard.
- **Regional commercial** uses would be concentrated at Hood Franklin Road and I-5.
- **Low density residential** east of Franklin Boulevard.
- **Neighborhood-scale commercial** uses at Franklin Boulevard and Hood Franklin Road.

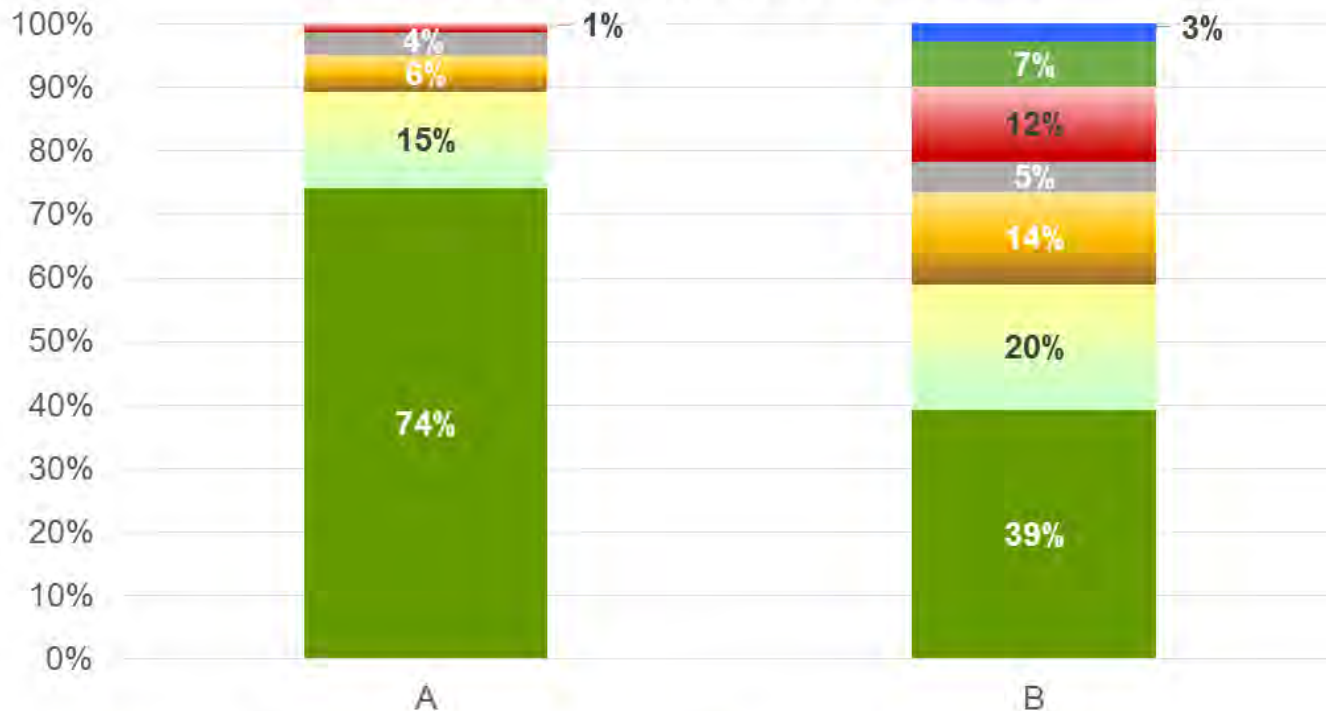
Potential Outcomes

- Could provide for as much as 17x the number dwelling units of Alternative A, accommodating up to **~500 units**.
- Could have as much as 20x the employment of Alternative A, providing up to **~3,000 jobs**.



Area 4: Alternatives Comparison

Land Use by Study Area Alternative



Alternative A:
Existing Planned
Land Uses
(County)

Alternative B:
Commercial
Opportunities
along I-5

■ Agriculture

■ Small Lot Residential

■ Commercial

■ Public Services

■ Large Lot Residential

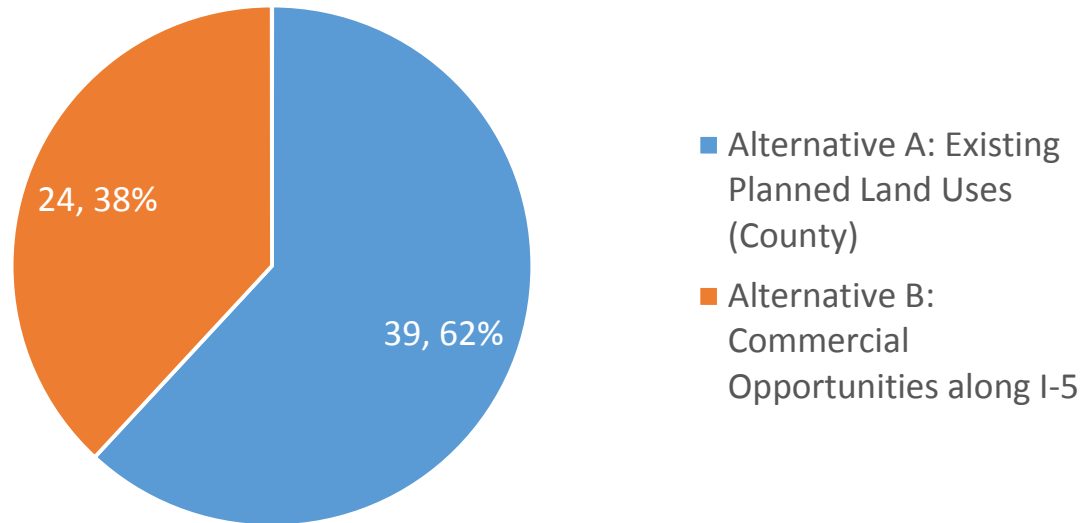
■ Roads

■ Parks, Open Space, and Conservation

Study Area 4 Results

Total Participants: 63

Study Area 4: Preferences



130 Study Area 4 Results

Comment Summary:	Count
Keep as rural/open space. Do not expand beyond the City boundary.	9
Apparently a developer already has plans for this area. This whole process simply reinforces the belief that citizens only have the appearance of input, but not real input. These alternatives do not fit with the General Plan guiding principles.	1
Prefer commercial, office, and service uses in this area. The new development will server the neighborhood better, create more jobs, is good for business.	1
Much of this area is a wildlife refuge/floor plain and should not be developed because of environmental concerns.	2
What are you planning for old town Franklin?	1
There is enough small lot residential in the area. Instead focus on attracting move-up buyers.	1
More development will increase congestion and pollution, and degrade quality of life for residents and wildlife.	2
We don't need any more strip malls and apartments	1
We need transit hubs to increase transit use and decrease car dependency. This plan would require significant road widening.	1

End Summary

ELK GROVE
GENERAL PLAN UPDATE
February 2017

LEGEND

- Planning Area Boundary
- Elk Grove City Limits
- Opportunity Sites & Study Areas

General Plan Alternative A

Commercial and Employment Land Use

- Community Commercial (CC)
- Regional Commercial (RC)
- Employment Center (EC)
- Light Industrial/Flex (LI/F)
- Light Industrial (LI)
- Heavy Industrial (HI)

Mixed Use Land Use

- Village Center Mixed Use (VCMU)
- Residential Mixed Use (RMU)

Public/Quasi-Public and Open Space Land Use

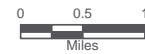
- Parks and Open Space (P/OS)
- Resource Management & Conservation (RMC)
- Public Services (PS)

Residential Land Use

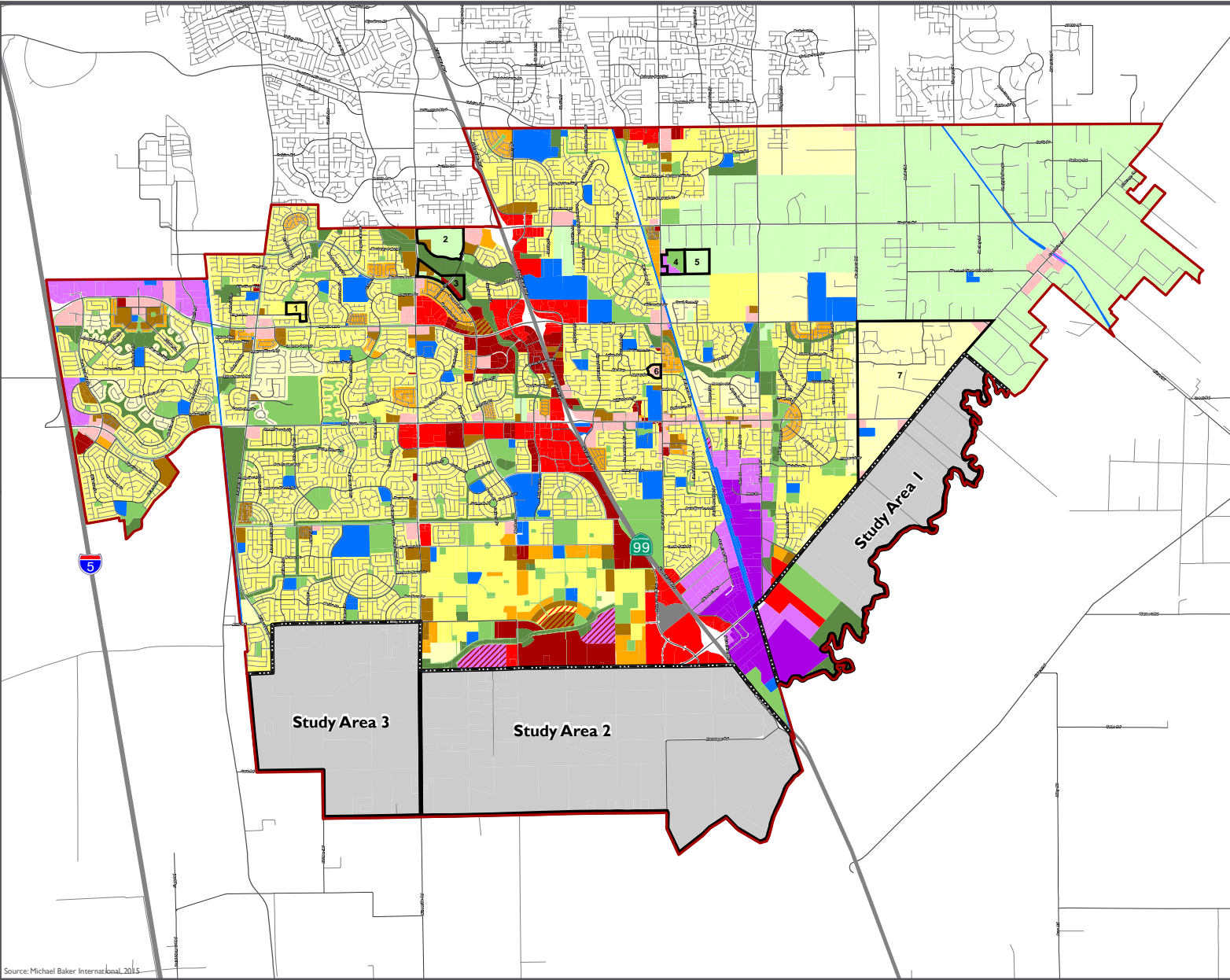
- Rural Residential (RR)
- Estate Residential (ER)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)

Other Land Use

- Agriculture (AG)
- Study Area (SA)
- Tribal Trust Lands (TTL)



DRAFT



Alternative A
Existing General Plan Plus

ELK GROVE
GENERAL PLAN UPDATE
February 2017

LEGEND

- Planning Area Boundary
- Elk Grove City Limits
- Opportunity Sites & Study Areas

General Plan Alternative C

Commercial and Employment Land Use

- Community Commercial (CC)
- Regional Commercial (RC)
- Employment Center (EC)
- Light Industrial/Flex (LI/F)
- Light Industrial (LI)
- Heavy Industrial (HI)

Mixed Use Land Use

- Village Center Mixed Use (VCMU)
- Residential Mixed Use (RMU)

Public/Quasi-Public and Open Space Land Use

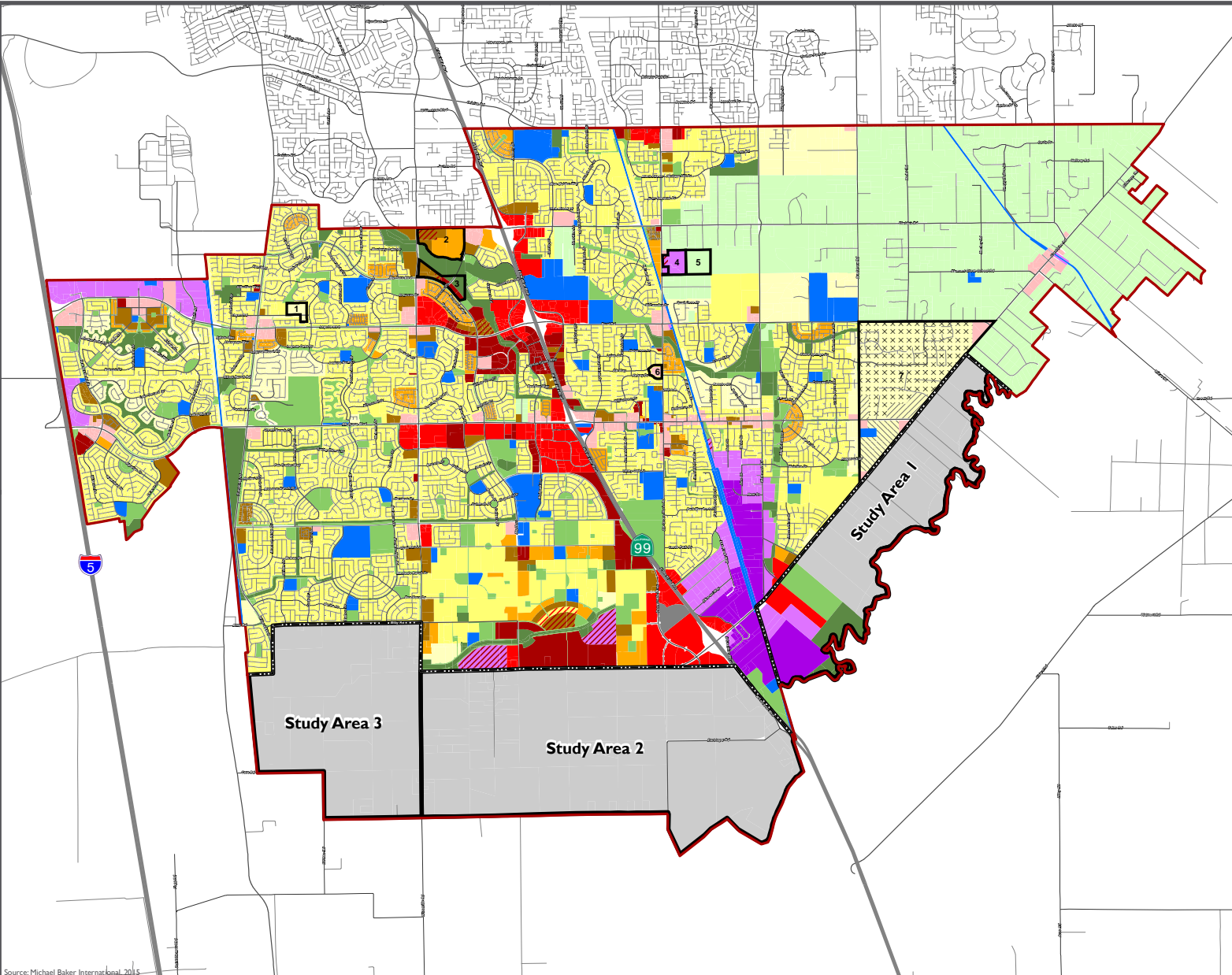
- Parks and Open Space (P/OS)
- Resource Management & Conservation (RMC)
- Public Services (PS)

Residential Land Use

- Rural Residential (RR)
- Estate Residential (ER)
- Estate Residential (ER-1) 1 acre
- Estate Residential (ER-1/3) 1/3 acre
- Estate Residential (ER-1/4) 1/4 acre
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)

Other Land Use

- Agriculture (AG)
- Study Area (SA)
- Tribal Trust Lands (TTL)



DRAFT

Alternative C
Citywide Optional Alternative

**Opportunity Site Recommendations
Alternatives B and C**

Site #	Alternative B (Staff Recommendation)	Alternative C (Optional Alternative If Identified)	Staff Analysis	Property Owner Correspondence
1	Maintain Low Density Residential designation, implemented by RD-5 zoning	Modify the General Plan to Estate Residential, implemented by RD-1 through RD-4 zoning	<p>The adjoining subdivisions are developed in the Low Density and Estate Residential ranges. The site includes one historic home. Based upon community feedback the existing General Plan should be retained.</p> <p>The alternative recommendation for Estate Residential is viable for a number of reasons, including the existing RD-3 lots to the south side of Tegan Road.</p>	Several property owners contacted staff in July as part of the outreach efforts. There was more support for lower density residential, or extending the estate residential from the adjoining subdivision.
2	Predominately residential land uses in the Medium Density Residential range (RD-7 through RD-15), with 12 acres of High Density Residential (pursuant to existing General Plan policy) and ~15 acres of Mixed Use Village Center at the corner of Sheldon Road and Bruceville Road.		<p>Staff has heard a number of concerns about the potential viability of this site for large amounts of employment development. If the City's goal is to develop a Major Employment Center for purposes of the Metropolitan Transportation Plan (MTP), it would be best to focus these efforts in the Southeast Policy Area.</p> <p>The medium and high density residential development categories are intended to: (1) attract potential users to the nearby and on-site commercial uses, and (2) attract demand for a future transit extension south from Cosumnes River College.</p> <p>The Mixed Use Village Center is intended to provide for some on-site retail and service uses in connection with the future transit use, as well as provide opportunities for office/employment uses. The size and scale of the area is seen as appropriate.</p> <p>Sheldon Road is a 5/6 lane facility with access to the newly constructed Sheldon Interchange. Currently, Sheldon Road has an Average Daily Traffic volume of ~21,300, with of a capacity of ~48,600.</p>	Staff has briefed the property representative on the recommendation. They expressed concerns with the amount of mixed use (concerned it was too much) and were interested in seeing a wider range of residential densities that provided lower densities along Laguna Creek. Attachment 6A describes their request. Staff has no concerns with this change; however it is different than what was reviewed during the public outreach.

Site #	Alternative B (Staff Recommendation)	Alternative C (Optional Alternative If Identified)	Staff Analysis	Property Owner Correspondence
			<p>Any additional residential use on this site would require consideration of a new school site, as noted by the Elk Grove Unified School District. This need can be addressed when a future development application is made.</p>	
3	<p>Maintain the existing Employment Center designation around the intersection of Big Horn Boulevard and Lewis Stein Road. Remaining lands include 3 acres of High Density Residential (pursuant to existing General Plan policy) with the remainder of the site as Residential Mixed Use</p>	<p>In lieu of the Mixed Use Residential in Alternative A, this alternative proposes Village Center Mixed Use</p>	<p>The employment lands are subject to a planned development application that the owner has been discussing with staff for some time. Given this, staff does not recommend any changes to those areas.</p> <p>With the proximity to retail uses at Laguna Boulevard and retail uses that are already built and designated for future development along Sheldon Road, additional retail uses at this site may not be feasible. The future transit corridor would also limit access along the Bruceville Road frontage and a portion of the Big Horn Boulevard frontage. Alternative A would leave the western end of the site with a range of residential development potential that does not rely on a strong corner presence at Bruceville Road. The proposed density of the development may support a future transit extension south from Cosumnes River College.</p> <p>The Mixed Use Residential designation provides some flexibility to include retail/office uses, or not. A portion of the site could benefit from integrated office or retail live/work units.</p> <p>The alternative Village Center Mixed Use designation would provide a more retail/office focus for the site, which would increase opportunities for the owner but would also require a vertical integration (by definition). This may not be feasible in the near-term.</p>	<p>Staff has met with both of the property owners (Arsone and Pappas).</p> <p>Ms. Arsone has expressed a number of concerns with mixed use designations but has acknowledged the residential potential for the property. As part of the Housing Element Site 21 rezone completed in December 2016, Ms. Arsone asked for the entire property to be rezoned for High Density Residential. Staff does not have a concern with this concept, but would encourage the Residential Mixed Use designation as a way to promote some service and office uses to be integrated into the development. Correspondence is provided in Attachment 6B.</p> <p>Pappas has indicated support for both alternatives.</p>

Site #	Alternative B (Staff Recommendation)	Alternative C (Optional Alternative If Identified)	Staff Analysis	Property Owner Correspondence
4	Light Industrial/Flex along Elk Grove-Florin Road; Light Industrial for the balance of the site. Includes policies regarding buffering uses from the existing and (potential) future adjoining residential to the north, east, and south.		<p><i>Note: Consideration of changes to this site originated as a property owner request.</i></p> <p>This change provides for some newer development potential now that the former landfill has closed and remediation efforts are being implemented. The change would not allow all uses in the implementing zone, as the property would still be subject to regulations by the County and others regarding closed landfills (see 27 CCR 21190(c)).</p>	The owner has provided correspondence to staff supporting the proposal.
5	Retain the existing Rural Residential designation		<p><i>Note: Consideration of changes to this site originated as a property owner request.</i></p> <p>Staff is not recommending change to this site at this time for a number of reasons. First, there has not been substantial support from the community based upon those who participated in the online and in-person workshops. Additionally, staff met with GRESHA in 2016 and they were not supportive of changes away from the existing Rural Residential. Finally, Council has provided direction throughout this update to preserve and protect the Sheldon Rural Area. While the Rural Residential designation on the property only dates back to 2003 (and not prior to Incorporation), the loss of this site would represent a reduction in the size of the Rural Area.</p>	The property owner is not supportive of the recommendation. They have reached out to the adjoining neighborhood (GSREHA) to discuss their ideas in more detail, including a meeting staff attended on 3/17/17. Various correspondence regarding the site is provided in Attachment 6C , including the property owner's proposed subdivision and comments from GSREHA. In both correspondence from GSREHA they support the existing Rural Residential designation.
6	Retain the existing (updated) General Plan designation of Community Commercial		This is an existing retail center with a number of retail, office, and commercial recreational uses. Based upon the feedback received during the July public outreach, staff is recommending no changes to this site.	The property owners have not contacted staff regarding this site.

Site #	Alternative B (Staff Recommendation)	Alternative C (Optional Alternative If Identified)	Staff Analysis	Property Owner Correspondence
7	<p>Retain the existing 1-acre minimum lot sizes north of Elk Grove Boulevard and allow denser ¼-acre lot size development south of Elk Grove Boulevard.</p> <p>Retain the existing commercially-designated corners.</p>	<p>Retain the existing 1-acre minimum lot sizes, mostly north of Elk Grove Boulevard, except on the north side of Elk Grove Boulevard at the east and west ends where 1/3-acre minimum lot size would be allowed.</p> <p>Allow denser ¼-acre minimum lot size development south of Elk Grove Boulevard.</p> <p>Retain the existing commercially-designated corners.</p>	<p>Staff received extensive feedback about changes to this site, both online and at an in-person listening session. A large number of residents from the area expressed concern and displeasure with potential density increases from the existing Triangle Special Planning Area. Several residents commented that the SPA ultimately adopted by the Council was not generally supported.</p> <p>Since that meeting, staff has heard from a number of property owners in the area, mostly located south of Elk Grove Boulevard. These owners have expressed a desire for opportunities for denser development, closer to the ¼-acre minimum lot size.</p> <p>From a planning perspective, staff is concerned about the potential interface of this area with the Capital Southeast Connector and potential development on the south side of Grant Line Road (within the County Urban Services Boundary). Development occurring south of this site is likely to be denser than one-acre. Creating an area between East Elk Grove and future development south of Grant Line at a lower density presents challenges for utility infrastructure logical organization of uses, and orderly development.</p> <p>Therefore, staff recommends a feathering of density from the Sheldon Area north of Bond Road to the one-acre lots in Silvergate and Kapalua along the north side of Elk Grove Boulevard, then a transition to ¼-acre lots on the south side.</p> <p>The alternative of 1/3-acre lots at the corner could also further this feathering concept.</p>	<p>Attachment 6D includes a petition signed by a majority of the property owners of the properties proposed for change in Alternatives B and C. The petition indicates support for the recommended options.</p>



MEMORANDUM

DATE: December 5, 2016
TO: Mr. Christopher Jordan
FROM: Brian Holloway
RE: Sheldon Farms Preferred Land Use Designations

Christopher,

Thank you again for meeting with the Sheldon Farms landowner representatives and myself about a week ago. We considered your thoughts regarding the transit corridor planned for the Bruceville Road alignment, your previous discussions with the City Council and the responses to the previous conceptual land plan submitted on the subject property by JMC Homes. In response to our discussion, Sheldon Farms would like to submit the attached Alternative Land Plan for consideration by the City in the upcoming hearings on the General Plan Update.

The attached preferred Alternative Plan for the Sheldon Farms holdings continues to show the 10-acre commercial designation at the corner of Sheldon Road and Bruceville Road. We believe this location and acreage along the proposed future transit corridor makes for good land uses. We believe that the 10-acre designation represents a traditional size and configuration for a neighborhood and community retail commercial center.

We also believe that the proposed 6-acre HDR site should also be located adjacent to the future transit corridor and also adjacent to the commercial center for ease of pedestrian access and walkability between the three activities; residential, commercial and transit. We show the HDR site as 6-acres, instead of 12-acres as we understand that the City moved the 6-acre HDR designation from this site to another one south of Laguna Creek at Big Horn Blvd. and Bruceville Road.

We also show approximately 35-acres of MDR designation adjacent to the both Sheldon Road and the 10-acre commercial center for both walkability between the uses, but also because of the potential opportunity for bus transit connections between the denser MDR designation and a future bus line along Sheldon Road.

Finally, we recommend an approximately 28-acre LDR designation at the southern edge of the property to take advantage of the open space and future recreational opportunities along the adjacent Laguna Creek and its future bikeway and natural resource amenities.

Please consider this Preferred Land Use Plan for the Sheldon Farms lands in the General Plan proceeding and please keep us informed as to meetings and opportunities to participate in the discussions and deliberations.

Thank you.

Preferred General Plan Designations



Sarah Arson

saraharson@gmail.com 310 454 1941

Gary Davis, Mayor, gdavis@elkgrovecity.org

Steve Ly, Vice Mayor, SteveLy@elkgrovecity.org

Steven M. Detrick, Council Member District 3 sdetrick@elkgrovecity.org

Pat Hume, Council Member District 2 phume@elkgrovecity.org

Darren Suen, Council Member, District 1 dsuen@elkgrovecity.org

Re: APN 116-0012-063, 13.8 acres on the north east corner at Bruceville and Big Horn south of Laguna Creek. **November 9, 2016** Public Hearing: Housing Element Multifamily Site 21 (Sheldon Farms) General Plan Amendment and Rezone

November 9, 2016

Honorable Mayor, Vice Mayor and Council Members,

As sole owner of 13.8 acres on the north east corner at Bruceville and Big Horn south of Laguna Creek, I am writing to request that you vote to rezone my property for nine or more acres of CEQA-free high-density residential housing (HDR) to enable an "AS IS" sale to a developer who will build Elk Grove's vision of the future beside Laguna Creek.

This beautiful land has been in my family for three generations. In 1998, along with my then co-owners, I donated 55-acres of Laguna Creek to the people of Elk Grove. A Sacramento Bee editorial cited this as "an example of Civic Spirit at its very best."

I recently discussed my site with market-rate, affordable housing, and assisted-living developers. Consensus among these potential buyers is that a nine-acre or more HDR rezone by January 1, 2017 is an essential condition for "AS IS" purchase. Nine or more acres lets a builder design a quality residential community with flexibility for creative General Plan process with Staff, Community and transit engineers.

Light-Rail Corridor completely surrounds all my street frontages. (Please see attached map). Because tracks/station location, ingress and egress are now being engineered, it is crucial that a new owner take title quickly in order to integrate their project with transit and other Community needs. With the General Plan scheduled for completion summer/fall 2017, your "Yes" vote tonight is key to bringing a developer on board at a critical time.

For me to sell to most developers, Planner, Christopher Jordan said I must sign the City of Elk Grove Planning Application and Agreement stating "Applicant and property owner are

considered jointly and severally liable for all project expenses.” However, as an elderly individual, I cannot sustain such risk. Instead I seek an “AS IS” buyer to take title and assume 100% liability. Your vote to zone nine or more HDR CEQA-free acres tonight will make this possible.

On a technical note, I ask that the City review and possibly revise Resolution 2016 XX language to be crystal clear that as per Housing Element Policy H-1 Action 2 and Land Use Policy 40: 1) HDR placement is allowed to “float” for flexibility and is not fixed in any place represented in any graphic. 2) There are two separate and independent master plans—one for property north of Laguna Creek and another for my property south.

I want to thank Planning Staff Pam Johns, Christopher Jordan, Sarah Bontrager, Robbie Thacker and Nate Anderson for their patience, perseverance and professionalism in guiding me though so many complications over the years. Unfortunately, I am unable to attend the Council meeting in person due to health challenges, and thank you for considering this written request.

The 55 acres of beautiful open space my family, friends and I gifted to the People of Elk Grove so long ago is destined to become the City’s gateway to the future. By 2050, will international tourists ride the Gold and Blue Lines from Sutter’s Fort down Bruceville to rent bikes at a Laguna Creek Station on Rails-to-Trails Adventures? Will traffic be less and life more livable? I think your “Yes” vote on my request tonight will make such good things happen.

If you have any concerns or questions for me, I would be pleased to speak with you in advance of the Hearing.

Respectfully submitted,

Sarah Arsone
310 454 1941

From: [Bryan Wilson](#)
To: [Christopher Jordan](#)
Subject: Re: Property Request
Date: Wednesday, March 30, 2016 12:28:38 PM
Attachments: [Silverado Estates Description.docx](#)
[Silverado Estates Map.pdf](#)

Chris,

Thank you for the follow up. I contacted Gresha at the email provided but have not heard back. The email was sent 3/11, do you have a phone number for Shirley or Gresha?

Attached is both the project description and example map. Please let me know what you think? I am open to any input you have on how to present this to the community.

Bryan

On Tue, Mar 29, 2016 at 5:08 PM, Christopher Jordan <cjordan@elkgrovecity.org> wrote:

Bryan,

Have you had a chance to put together that email we talked about a few weeks back? We are getting ready for the next round of outreach and I want to make sure it is given consideration. Thanks.

CJ

Christopher Jordan, AICP

Assistant to the City Manager

City of Elk Grove

8401 Laguna Palms Way

Elk Grove, CA 95758

cjordan@elkgrovecity.org

Elk Grove General Plan Update 2016 Silverado Estates

Property description- Silverado Estates is a 40 acre subdivision of homes currently located at 0 Country Hill Rd in Elk Grove Ca 95624. To the west of the property is the closed Dixon Pit Landfill, currently zoned as open space. The properties to the North and South are subdivisions of homes on 2 acre parcels. The property to the East is the Silverado Village subdivision consisting of 660 dwelling units on 230 acres. The only current access to the proposed 40 acre Silverado Estates is through Country Hill.

Property History- During Sacramento Counties' General Plan Updates in the 1990's the property zoning was combined with what is now the 230 acre subdivision, Silverado Village. The 40 acre Country Hill property had a tentative map approved by The Board of Supervisors that included 140 units. Surrounding infrastructure improvements were constructed to accommodate the approved tentative map.

In 2000 the city of Elk Grove incorporated. As a result of the newly formed City Council, the General Plan land use designation was changed to downsize the approved map to only allow for 20 homes. The zoning has not changed from the higher density zoning approved by Sacramento County.

An unforeseen affect of reducing the land use was the property became limited to only having one access through Country Hill. This change did not respect the impact it would have on the existing neighbors. There will be 2500+ truck trips for construction and an additional 120-150 daily auto trips generated by the new homes.

The Current General Plan Update- Recently the City of Elk Grove has had a significant annexation of land denied by LAFCO. One of the major reason cited for the denial was that Elk Grove is not utilizing land appropriately that is already within the city limits. No other cities have Agricultural Residential land use designations, this is only in unincorporated areas under county jurisdiction. As directed by council, City Staff has been instructed to identify infill projects that create needed land use for the City to continue growing successfully.

Silverado Estates Land Use General Plan Designation- In addition to

complying with the General Plan Update objectives, the Silverado Estates subdivision has been developed to meet the community needs. The appropriate use will maintain the character of the rural community on both Country Hill Dr and Campbell Rd. The existing RD5 zoning that has been in place for over 20 years is the correct land use from a planning perspective. The AR2 land use is not appropriate in the city limits of any incorporated area.

To accomplish future traffic reduction on Country Hill Rd, the street will be used only as an emergency access, it will not to be used by any of the Silverado Estates homeowners. Only the Fire Department, Police and City Staff would have access to this exit. The access for Silverado Estates will be from the existing approved road connecting East to Waterman Rd through Silverado Village. By implementing this, the current Country Hill residents will save an estimated 2500 large transfer truck trips from construction, plus an additional 120-150 residential trips each day that will remain from the 20 new homes forever.

In addition to the mitigated traffic improvement, the proposed lots adjacent to the home owners on the Northern boundary of Silverado Estates will be buffered with 1 acre size lots to maintain the existing rural feel that is currently enjoyed. This lot size is comparable with what is in the current General plan. Because there is no road connection, the smaller lots will not be noticeable to the existing bordering neighbors. A good example of this being successful is on Kapalua Ln in the Van Ruitin Ranch subdivision. This development has several 1 acre home sites that are adjacent to 2 and 5 acre parcels. The 1 acre lots have allowed the existing large lot homes to retain their rural element.

The Campbell Rd homeowners will be buffered by an open space that would otherwise be new home construction. This open space is approximately 7 acres providing significant separation for the Campbell Rd neighbors to the South. This space preserves their rural characteristic and eliminates new homes bordering their backyards.

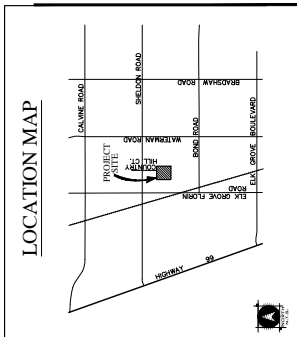
The Reality of AR2 Lots- The city of Elk Grove pushed to both incorporate

and create a rural community in 2000. This idea, though seeming practical in 2000, is not what incorporation is intended for. In today's Elk Grove, the City Council has been successful attracting new businesses that bring jobs and employees, these people need housing as do the children of the Elk Grove citizens.

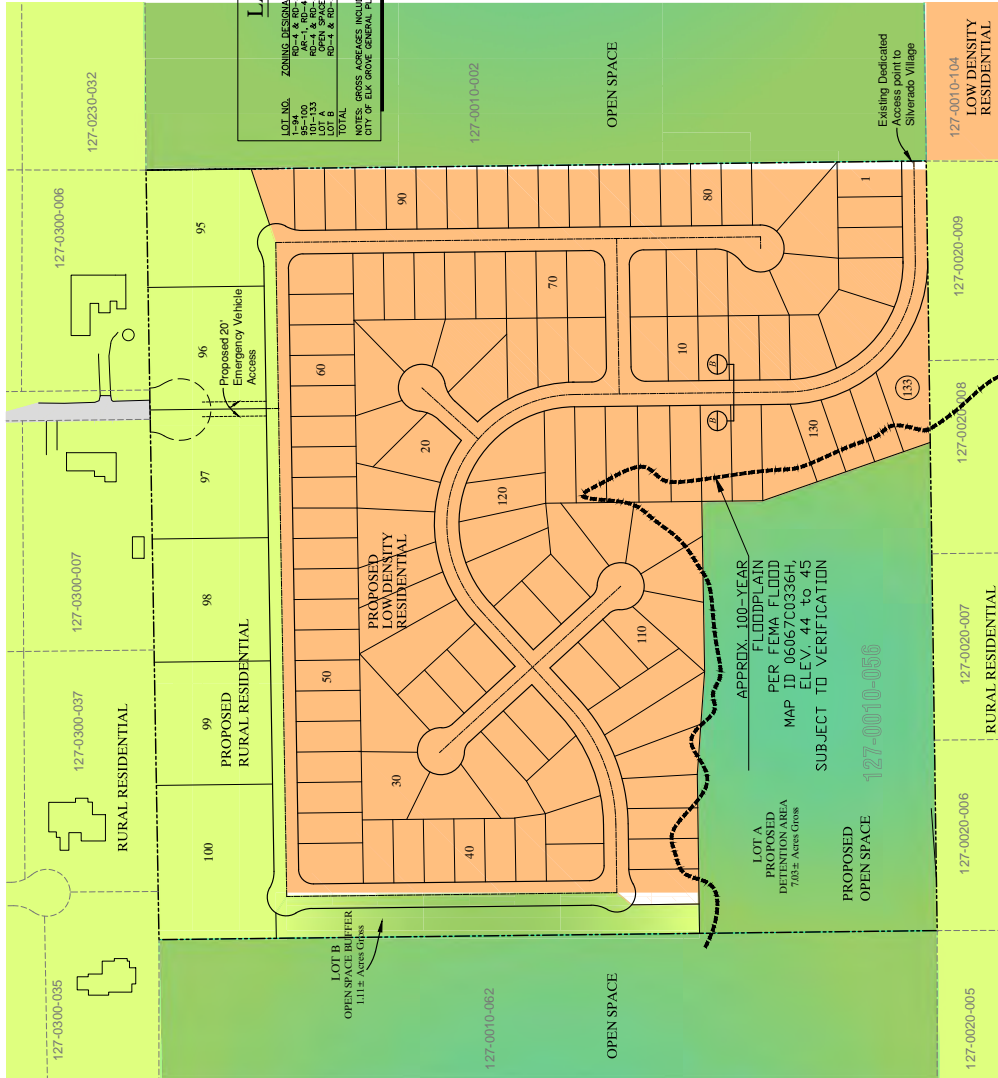
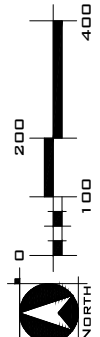
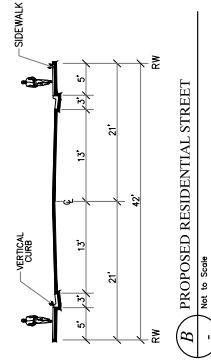
In a recent market survey to determine the demand for 2 acre homes in Elk Grove, it has been demonstrated that there are approximately 12 buyers per year that can afford homes on this size parcel of land. There are currently 157 approved 2 acre parcels in the Elk Grove rural community East of Waterman Rd. Most of these approved projects have not been started because Elk grove citizens cant afford the expense of a home parcel this size. Based on real research showing demand, Elk Grove has 12+ years of inventory for their rural community. This does not include the resale of existing 2 acre homes that further increases the surplus of 2 acre home sites.

The reality is the City of Elk Grove needs quality executive housing that it's citizens can afford, there is not demand for what the City Council of 2000 had envisioned. Silverado Estates helps accomplish the infill that the General Plan Update is seeking. The executive large lot homes with open space will contribute to the needed housing allowing Elk Grove to continue attracting new businesses and jobs. By utilizing open space and lot size buffering, Silverado Estates provides a realistically priced executive home while maintaining the existing rural character.

CONCEPTUAL STUDY PLAN
SILVERADO ESTATES
 CITY OF ELK GROVE, CALIFORNIA
 NOVEMBER 7, 2016



OWNER:
 SHELDON BUSINESS PARK
 ELK GROVE, CA 95759
 CONTACT: BRYAN WILSON
 PHONE: 916.705.4451



LAND USE SUMMARY

LOT NO.	ZONING DESIGNATIONS	USE	DENSITY (AG) UNITS
127-0010-005	OS-1, OS-2	OPEN SPACE	0.00 DU/AC
127-0020-006	RD-1, RD-2	OPEN SPACE	0.00 DU/AC
127-0020-007	RD-1, RD-2	OPEN SPACE	0.00 DU/AC
127-0020-008	RD-1, RD-2	OPEN SPACE	0.00 DU/AC
127-0020-009	RD-1, RD-2	OPEN SPACE	0.00 DU/AC
127-0010-004	LD-1, LD-2	LOW DENSITY RESIDENTIAL	4.17 DU/AC

NOTES: GROSS ACRES INCLUDE ALL LOTS ±; AVERAGE DENSITY TOTAL EXCLUDES LOTS A AND B.
 CITY OF ELK GROVE GENERAL PLAN DESIGNATION IS RR (RURAL RESIDENTIAL).

APPROVED BY: TERRY A. ROSE, RCE 21640
 DATE: 11/07/2016

NO.	DATE	REVISION DESCRIPTION	CITY APP'D. (BY)	DATE

DESIGNED BY: T. ROSE
 CHECKED BY: T. ROSE
 SCALE: 1" = 100'
 DATE: 11/07/2016
 DRAWN BY: K. SIKOROTH

COUNTRY HILL DRIVE
 CONCEPTUAL STUDY PLAN
 APN: 121-0010-056
 CITY OF ELK GROVE

TASK
 ENGINEERING INC.
 LAND DEVELOPMENT SERVICES
 1800 TOWNHALL DRIVE
 FAIR OAKS, CA 95625
 TEL: 916.961.8814
 FAX: 916.961.4280

DATE PRINTED: 11/07/2016
 SHEETS: 1 OF 1
 NO. KALWANI



PRELIMINARY

From: [Bryan Wilson](#)
To: [Christopher Jordan](#); [Jason Behrmann](#)
Subject: GSREHA Meeting
Date: Thursday, November 10, 2016 4:19:23 PM
Attachments: [Silverado Estates Map - Color.pdf](#)

Chris and Jason,

Hello. Last Monday Shirley had me speak to the GSREHA group about the General Plan and our property on Country Hill. In our conversations it came out that the two main objectives of their group for our project is buffering the rural acreage homes by open space and stopping future traffic on Country Hill. As we presented to you, we can buffer the existing two acre parcels on Campbell RD and Country Hill with open space rather than 1 acre lots. We also can make our ingress/egress go through road A in the Silverado subdivision closing Country Hill to the public, but remain an emergency exit.

After our conversation the group agreed to consider supporting further study of the land use we are proposing as an option in the upcoming General Plan update. It seems whatever information that was discussed at the community workshops did not clearly explain that a buffer can be created and that an alternate ingress egress was possible if tied into the approved Silverado tentative map. They are forming a sub committee that wants to meet with you to ask more questions. After your meeting they will meet with me so that I can make any suggested changes to our map for the next GSREHA meeting in February.

Please let me know when you have met with them and when City Council will be asked to make a decision on which properties to study. Feel free to contact me with any questions.

Thank you for your help,

Bryan Wilson
Sheldon Park Estates
916-705-4451

From: [gsreha](#) [REDACTED]
To: [Christopher Jordan](#)
Cc: [timbloomgrer](#) [REDACTED]; [maymeandjames](#) [REDACTED]
Subject: Rural Community Project in GP
Date: Tuesday, December 20, 2016 6:56:11 PM

Dear Christopher,

Having been preoccupied with Christmas activities, etc., I haven't been updated on the Rural Community project to be included in the GP.

Specifically referring to the Country Hill residents, they, as well as GSREHA members support keeping the Ag/res 2 minimum zoning intact and that the proposal Kalwani has suggested (Estate zoning) is not acceptable. Understanding that no development will begin until Silverado starts their project, the residents continue to ask that a gate be erected at the end of Country Hill to prevent their road from becoming a pass-through road for commuters. They would like to have their road closed permanently, but realize that, because of the necessity to allow fire engines to be able to use the road should there be an emergency, they agree to erecting the gate similar to what has been done for Rubia Drive.

Thanks.

Shirley

From: [gsreha](#)
To: [Christopher Jordan](#)
Subject: Re: Kalwani
Date: Sunday, March 19, 2017 12:06:36 PM

Yes. My hesitation was that the neighbors living on Country Hill wanted to keep their road gated, but now have accepted having the property zoned Ag/Res and using Sheldon Road as the access road. They realized that the denser option can impact us more than the Ag/Res option.

The residents living on Country Rd. also realize that having a gate isn't in perpetuity, so they are willing to compromise. And, there was no buffer for Campbell Road.

To me, this is the best decision for us and we'll see what the council decides. If they OK Rd-5, then we have a good idea what their development will look like and go from there.

I notice you're working on Sunday. Take a break.

Shirley

-----Original Message-----

From: Christopher Jordan <cjordan@elkgrovecity.org>
To: gsreha <[gsreha](#)>
Sent: Sun, Mar 19, 2017 11:45 am
Subject: RE: Kalwani

So you aren't going to support the denser option Bryan is asking for? You are ok with the AR 2 and all access from Country Hill?

Sent from my Windows 10 phone

From: gsreha@aol.com<<mailto:gsreha>>
Sent: Sunday, March 19, 2017 11:39 AM
To: Christopher Jordan<<mailto:cjordan@elkgrovecity.org>>
Subject: Kalwani

Hello Christopher,

Thanks, again, for setting up the meeting with Bryan. Just want you to know that we still support Ag/Res 2 minimum rezone on the property south of Country Hill.

Please notify the council that GSREHA residents unanimously support Ag/Res for this property.

Shirley.

By sending us an email (electronic mail message) or filling out a web form, you are sending us personal information (i.e. your name, address, email address or other information). We store this information in order to respond to or process your request or otherwise resolve the subject matter of your submission.

Certain information that you provide us is subject to disclosure under the California Public Records Act or

Triangle SPA Home and Property Owners

TO: Members of the Elk Grove City Council and Planning Commission and City Manager

RE: Elk Grove Triangle, General Plan Update "Site 7"

Dear Members of the Elk Grove City Council, Planning Commission and City Manager

The undersigned property owners live between Grant Line, Bond Road and Bradshaw Roads, affectionately referred to as "The Triangle SPA"

It has come to our attention that the city is in the process of updating its General Plan, and we stand in agreement that the parcels within the triangle should be designated Estate Residential Zoning (one third acre to one fourth acre density).

Such action would not only enhance property values, but secure our ability to maintain our property's current use should we choose, or develop it for some other purpose in the future. We also believe such an amendment to the General Plan would be consistent with responsible land use practices, and a source of potential infrastructure funding in the future.

Thank you for considering our point of view, and respecting our desire to determine the future of our private property.

Sincerely,

JON W MANIKAS



DON & CAROLYN RYAN
Don & Carolyn Ryan.

20 AC. EG BLVD. (12)

AS INSTRUCTED BY T/C. (22 23 12)
50 AC.

Reck Fernandez

9805 Grantline Rd. (7)

Carol W. Hess

9737 Bradshaw Rd (5)

Antonio Arreguin (11)

9691 Bradshaw RD. Sac. (11)

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Thank you for considering our point of view, and respecting our desire to determine the future of our private property.

Sincerely,

<u> RICHARD BARLE</u>	<u>9707 Bradshaw Rd</u> (10)
<u>Breelle Perdue GISELLE PERDUE</u>	<u>9776 Grant Line Rd.</u> (4)
<u>Amy Cox-Daniel + Donald</u>	<u>9806 Grant Line Rd.</u> (2)
<u>Lee Paisley</u>	<u>9760 Grant Line Rd.</u> (6)
<u>Anthony Cressman</u>	<u>9721 BRADSHAW Rd</u> (8)

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Thank you for considering our point of view, and respecting our desire to determine the future of our private property.

Sincerely, *Mohammad Dawud*

[Signature]

9779 BRADSHAW RD (4)

[Signature]

19420

9766 ELK GROVE BLVD

[Signature]

(15415)

9738 ELK GROVE BLVD.

Triangle SPA Home and Property Owners

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Thank you for considering our point of view, and respecting our desire to determine the future of our private property.

Sincerely,

Saxawar Ali

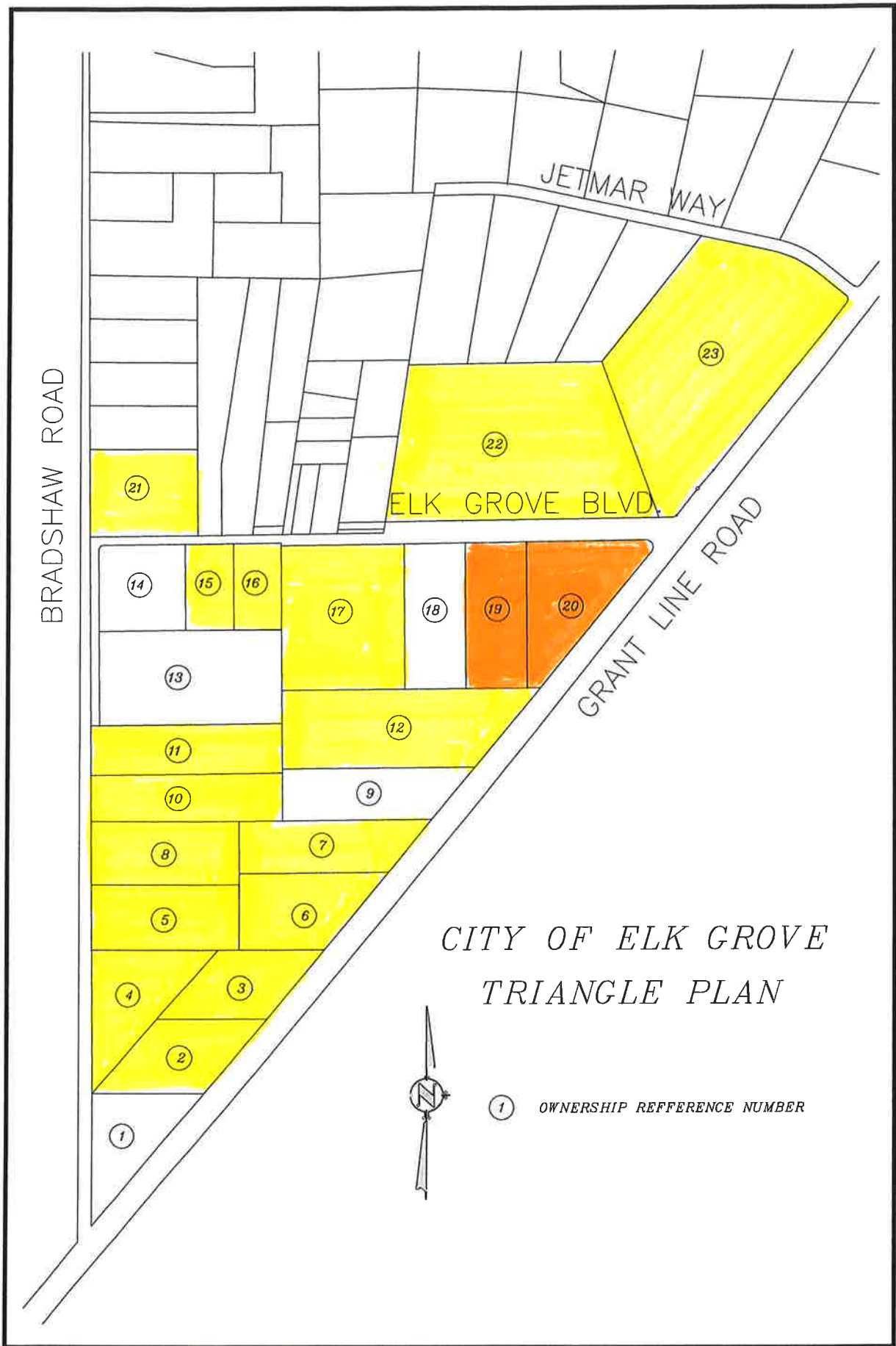
21

ARSHAD WAHLA

ELK GROVE
TRIANGLE PLAN
SOUTHERN AREA
OWNERSHIP LIST

NO.	OWNER	ADDRESS	APN	ACREAGE
1	<i>William Baxter Anthony Sr.</i>	<i>9830 Grant Line Rd</i>	<i>134-0110-069</i>	<i>4.10</i>
2	O'farrell Dvaid J/Cox-O'farrell Amy	9806 Grant Line Rd.	134-0110-068	4.52
3	Ott, Charles	9776 Grant Line Rd.	134-0110-067	4.11
4	Dawud, Mohammad M	9779 Bradshaw Rd.	134-0110-066	5.00
5	Hess, Carol H	9737 Bradshaw Rd.	134-0110-049	5.35
6	Paisley, Lisa	9760 Grant Line Rd.	134-0110-053	5.00
7	Fernandez	9805 Grant Line Rd.	134-0110-052	5.00
8	Auriemma, Anthony	9921 Bradshaw Rd.	134-0110-054	5.18
9	<i>Wong, Kenneth</i>	<i>9807 Grant Line Rd.</i>	<i>134.0110-060</i>	<i>4.99</i>
10	Barge, Richard	9707 Bradshaw Rd.	134-0110-080	4.78
11	Arreguin, Antonio	9691 Bradshaw Rd.	134-0110-079	5.10
12	Ryan, DonaldV & Carolyn L	Grant Line Rd.	134-0110-059	10.00
13	<i>California Montessori Project</i>	<i>9649 Bradshaw Rd.</i>	<i>134-0110-164</i>	<i>9.42</i>
14	VCA Bradshaw Animal Hospital	9609 Bradshaw Rd.	134-0110-075	4.14
15	Schmidt-Provencher, Karen	9738 Elk Grove Blvd.	134-0110-160	2.27
16	Schmidt Leland V, Virginia	Elk Grove Blvd.	134-0110-162	2.28
17	EG Grantline LLC	9756 Elk Grove Blvd.	134-0110-057	10.02
18	<i>Degregorio, Vincent T</i>	<i>9760 Elk Grove Blvd.</i>	<i>134-0110-058</i>	<i>5.01</i>
19	Cookson	9766 Elk Grove Blvd.	134-0110-056	5.00
20	Cookson	Elk Grove Blvd.	134-0110-051	6.53
21	Tsa Inv Llc	NE Bradshaw Rd. EG Blvd	127-0130-015	4.59
22	Ryan, DonaldV & Carolyn L	Elk Grove Blvd.	127-0120-020	20.50
23	Polycomp Trust Co	9540 Grant Line Rd.	127-0120-021	20.69

Legend: Yellow: Owners Desire "Residential Estate Zoning" (min 1/4acre lots)
Orange: Existing Commercial
Shaded: Pending approval



*CITY OF ELK GROVE
TRIANGLE PLAN*



① OWNERSHIP REFERENCE NUMBER

City of Elk Grove General Plan Update

Draft Annexation Strategy Policies



The following is draft text for the General Plan relative to annexation. Within this draft, two land plan program scenarios are presented for each study area. Scenario 1, when combined with land uses in the existing City, targets a 1.2:1 jobs housing ratio. Scenario 2, when combined with land uses in the existing City, targets a 1.4:1 jobs housing ratio. The Council may select either scenario for inclusion in the General Plan, or provide direction on any specific changes.

GOAL 1: EXPANSION WITH PURPOSE

Within the General Plan Planning Area, three areas have been identified for potential expansion of the City limits. These areas are referred to as *Study Areas*. It is the City's desire that these Study Areas provide an option for future development when there is a demonstrated community benefit or need. Development in the Study Areas may provide opportunities for achieving the City's Vision that may not otherwise be accomplished through development within the existing city limits exclusively. A growth strategy that balances economic need, community vision, and regional goals will guide potential expansion and development of the Study Areas.

To that end, as part of the *Development Fills in the Gaps* Supporting Principle of this General Plan, the following policies and actions, including implementation of the proposed Land Use Programs, further the City's goal of allowing *Expansion with Purpose*.

While much of the Study Areas include land currently (2017) classified as Farmland of Statewide or Local Importance, the City recognizes that there are limited opportunities for planned, orderly, efficient development of the City other than in these areas.

Study Area Land Use Programs

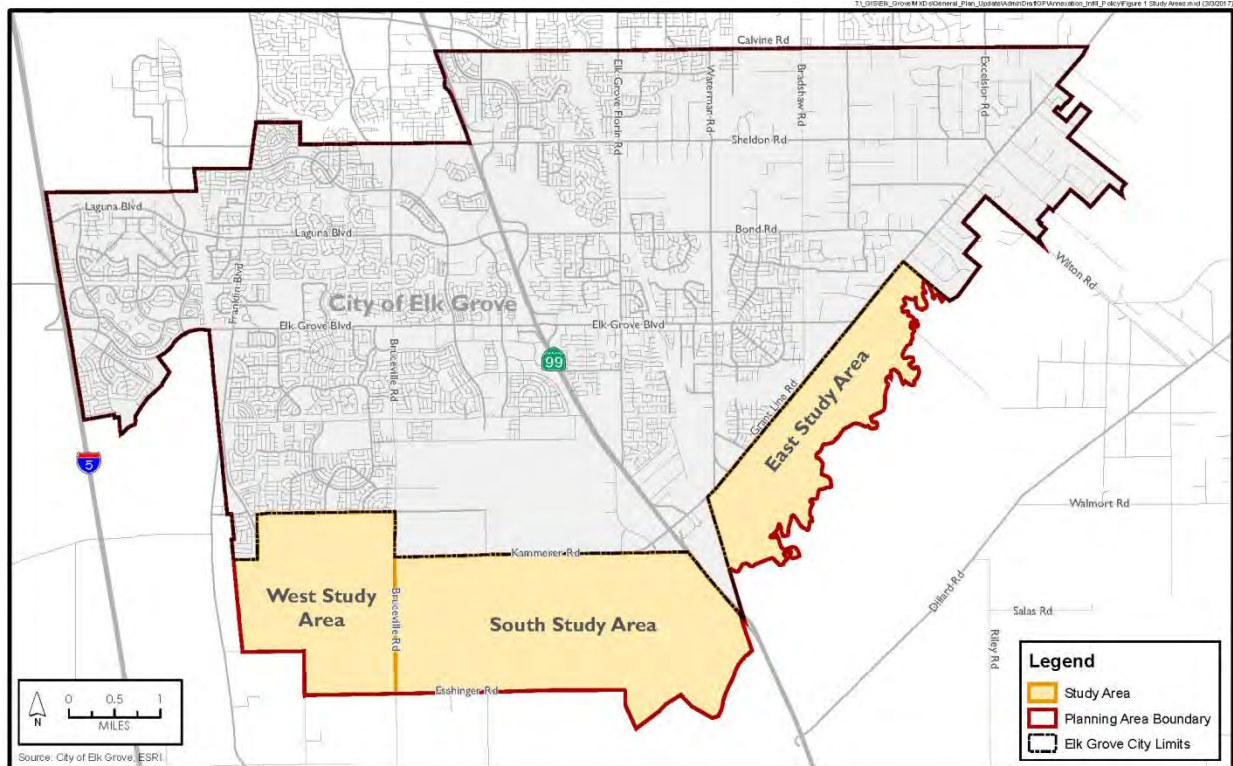
The Land Use Programs guide the appropriate balance between land development and conservation within the Study Areas, defined in **Figure 1**. The Land Use Programs have been developed to guide approval and development of individual short-term projects in a manner that promotes long-term achievement of the General Plan Vision and Supporting Principles. All annexation applications, pre-zoning requests, specific plans or area plans, parcel maps, and development agreements will be reviewed by the City relative to the applicable Land Use Program. The Land Use Programs consist of the following:

1. General siting criteria applicable *to all Study Areas*.
2. Land plan guidelines, land programming considerations, and performance standards applicable *to each individual Study Area (specified in Policies 1-5.1, 1-5.2, and 1-5.3, below)*.

Proposed projects deemed to be consistent with the applicable Land Use Program may be considered consistent with the General Plan, and may not require a General Plan Amendment. Where an

inconsistency is identified by the City, a General Plan Amendment will be necessary prior to or in conjunction with approval of any subsequent development application(s).

Figure 1: Study Area Boundaries

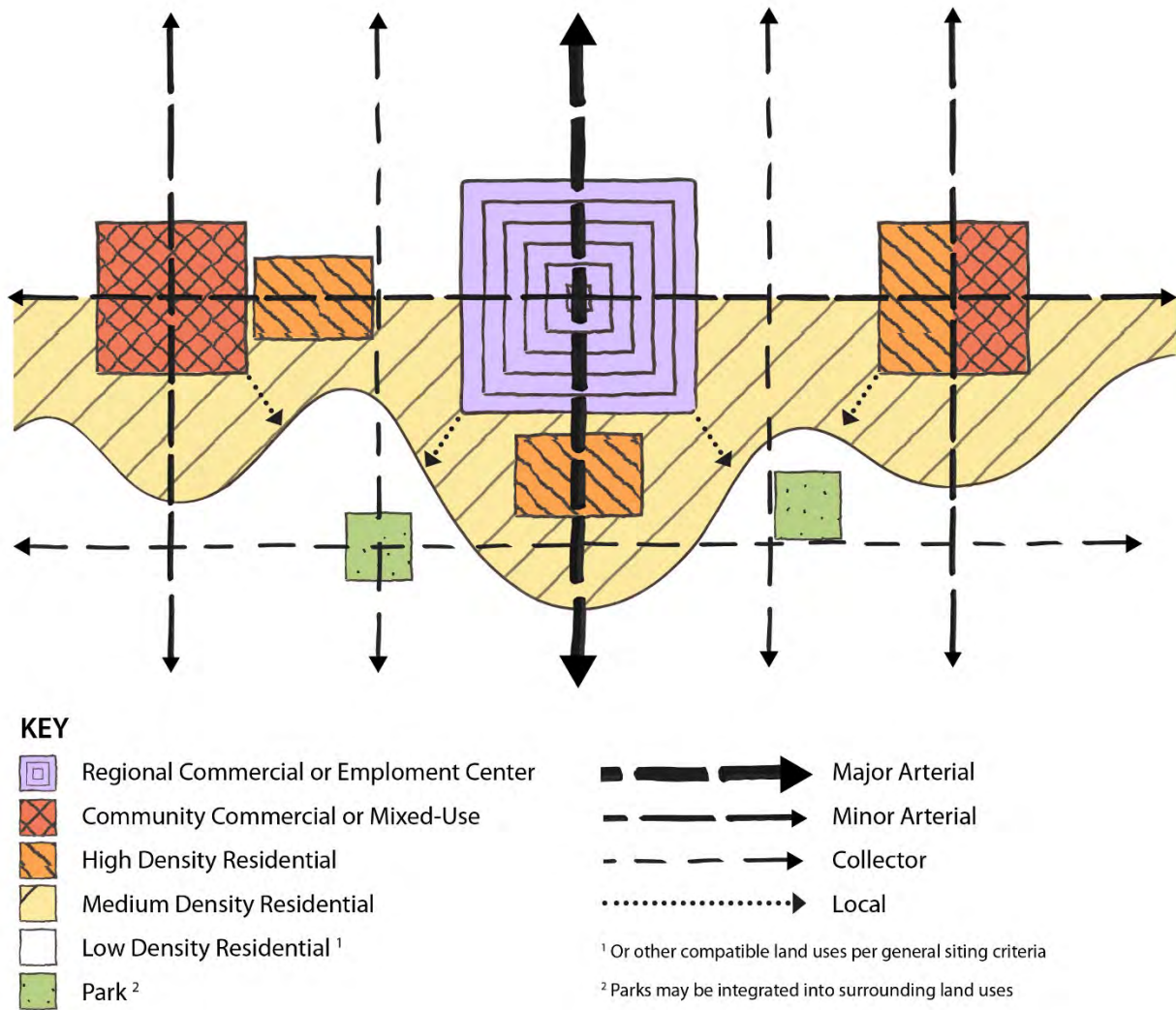


General Siting Criteria for all Study Areas

The following siting criteria describe general requirements for the distribution of future land uses and the desired relationship between them. The siting criteria describe planning policies that apply across all Study Areas.

The siting criteria provide guidance on the configuration of future land uses, which promote an activity node concept where higher densities and intensities of retail, services, employment, and residential uses are concentrated. Activity nodes are linked and supported by an interconnected network of streets and open spaces, with residential uses located within walking distance, facilitating options such as transit, biking, and walking for access to services. **Figure 2** conceptually illustrates how some of the various land uses, including public spaces such as streets, could work together to implement this concept. This graphic is provided primarily for illustrative purposes and does not reflect any specific development proposal.

Figure 2: Conceptual Illustration of Siting Criteria



▪ **Commercial and Employment Land Uses:**

- Regional Commercial and Employment Center land uses should be located along Major Arterial roads, and generally within one-quarter mile of major intersections.
- Community Commercial uses larger than 15 acres should be located along collector and arterial roadways, and adjacent to mixed-use, Medium Density Residential, or High Density Residential uses.
- Commercial uses should be sited within walking distance (generally one-half mile) of planned or existing transit stops.
- Uses that may generate high service populations (employees and/or customers) should be located within one-quarter mile of planned or existing transit stops.
- Heavy Industrial and Light Industrial uses should be buffered from residential uses by public service, open space, or commercial uses.

- **Mixed-Use Land Uses:**
 - Mixed-use projects should include publicly accessible community gathering spaces such as central plazas.
 - Vertical (multistory) mixed-use projects should include commercial retail or service uses on the first floor fronting the street, where economically feasible.
 - Mixed-use projects should be located within one-quarter mile of major intersections and planned or existing transit stops.
 - Parking for mixed-use projects should be located internal to the site, as opposed to fronting on public roads where feasible; structured parking is encouraged where feasible.

- **Public/Semi-Public and Open Space Land Uses:**
 - Projects designed to support a residential population shall provide non-vehicular access to open space (Parks and Open Space uses or Resource Management and Conservation uses providing public access) within one-half mile of all residential uses.
 - Resource Management and Conservation uses should be publicly accessible and, where feasible, should be integrated with surrounding land uses. Non-vehicular access to Resource Management Conservation uses should be maximized through an integrated network of passive and active open space corridors and uses.
 - Acreages for parks shall meet or exceed the minimums required by City and/or Cosumnes Community Services District standard(s).
 - Acreages for Public Service land uses shall meet or exceed the minimums required by any applicable standards, including land to support future school sites.
 - Proposed development projects should maximize efficiency of service delivery. New development should be located adjacent to existing development and should be connected or linked to uses with similar service and utility needs.
 - Schools, community centers, and park and recreation sites shall be connected to nearby residential neighborhoods through separated pedestrian and bicycle pathways.
 - The Cosumnes River shall be buffered from residential, commercial, public service, and industrial uses by Resource Management and Conservation uses or Parks and Open Space uses.
 - The Cosumnes River and environs shall be preserved.

- **Residential Land Uses:**
 - Rural Residential uses should be buffered from higher-intensity uses with open space, community commercial or estate, or low-density residential uses.
 - Low Density Residential uses may be located adjacent to other residential or nonresidential land uses, with the exception of Heavy Industrial and Light Industrial land uses.
 - Medium and High Density Residential uses shall be located within one-half mile of planned or existing transit stops, planned or existing commercial uses, and planned or existing Parks or Active Open Space areas.
 - High Density Residential uses shall be located within one-quarter mile of major intersections and planned or existing transit stops.

- High Density Residential uses shall be located in proximity to planned or existing employment centers or mixed-use centers.
- **Agriculture Land Uses**
 - Agriculture uses shall be buffered from higher-intensity uses that may result in conflict, including residential uses within and above the Estate Residential land use designation. Buffering shall occur within new development areas and shall include interim buffers for phased development such that the physical and economic integrity of agricultural lands is maintained.
 - Areas located in the 100-year or 200-year floodplain shall be retained for agriculture if it is the existing use, it continues to be economically viable, and would not result in ‘islanding’ of higher-density land uses.

POLICIES: City Expansion

Policy 1-1: The City supports applications (both public and private) to the Sacramento Local Agency Formation Commission (LAFCo) to expand the City’s Sphere of Influence and corporate boundaries that implement this General Plan. Expansion of the City limits shall occur only within the identified Study Areas, as shown in **Figure 1** when in conformance with the policies contained herein.

Action 1-1-1: The City may seek to have the area outside of its Sphere of Influence but within the General Plan Planning Area designated as an Area of Concern, consistent with Sacramento LAFCo policy.

Action 1-1-2: The City shall work with Sacramento County to establish agreement(s) regarding Sphere of Influence amendments, a master tax sharing agreement applicable to future annexations, and a master agreement relative to the fair share of regional housing needs.

Action 1-1-3: The City shall work with Cosumnes Community Services District (and other affected agencies and independent districts, as necessary) to promote expansion of their Sphere of Influence and territory by LAFCo so that their services may continue to be provided to the residents of Elk Grove.

Action 1-1-4: The City shall prezone all properties subject to an annexation application prior to the initiation of an annexation application with LAFCo. The pre zoning shall be consistent with the General Plan.

Policy 1-2: Annexation proposals will be accepted when located within the City’s Sphere of Influence and contiguous with existing City limits at the time of application.

Policy 1-3: Annex additional land into the City, as appropriate, where the proposed project implements the community’s vision and regional growth objectives.

Action 1-3-1: The City shall identify an advance mitigation program for critical habitat for special-status species known to occur within the Study Area. A proposed project determined to have a significant impact to habitat for special-status species must

implement all feasible mitigation measures established in the program, including but not limited to land dedication (which may be located either inside or outside the Study Area) or fee payment.

Policy 1-4: Annexation proposals shall provide a demonstrated community benefit, such as incentives through the project that include transportation, utility, park, and other public improvements, or that address mobility needs or service needs; or impact fees that support such improvements.

Action 1-4-1: The City may work with applicants to establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits.

POLICIES: Land Use Programs for Study Areas

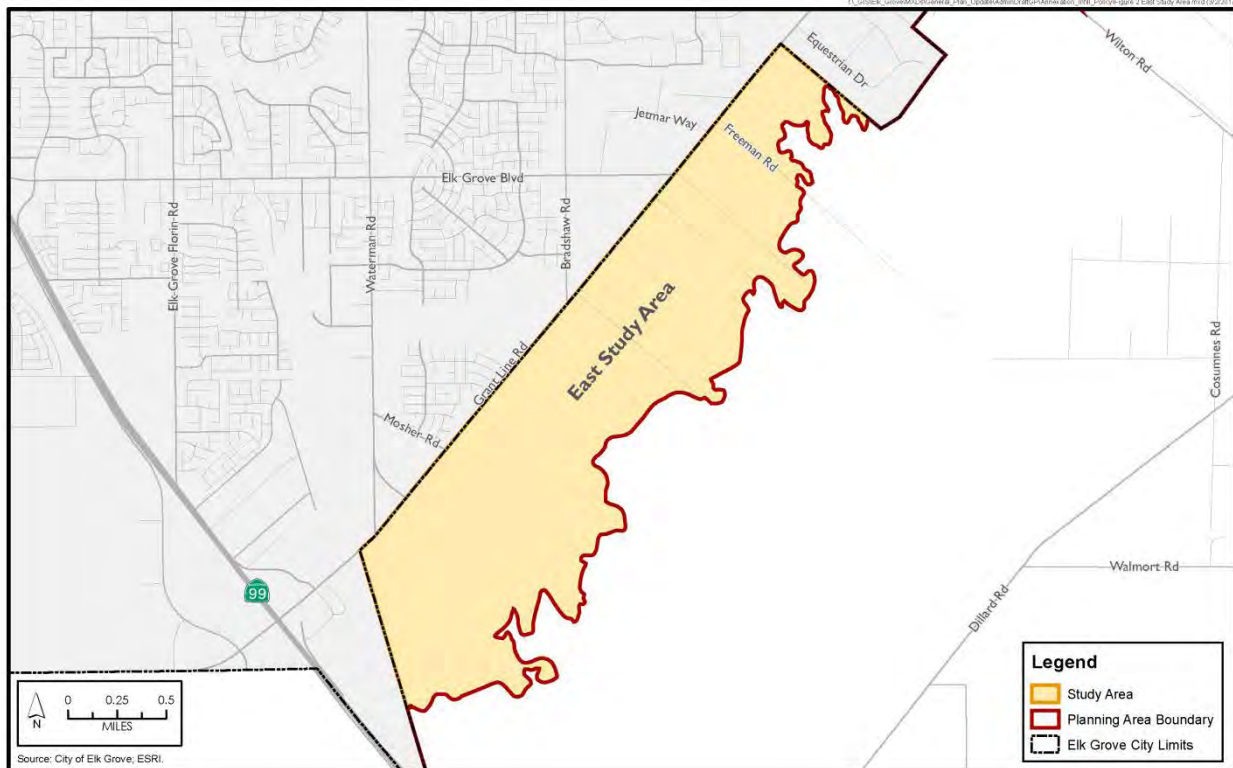
East Study Area

The East Study Area is located southeast of the existing (2017) City of Elk Grove. It encompasses approximately 1,773 acres of land southeast of Grant Line Road and east of the Union Pacific Railroad (UPRR) railroad line, as shown on **Figure 3**. The planning objective for the East Study Area is to create a new, strong economic center focused on employment in industrial, office, and regional retail uses located at the southwestern end of the Study Area. In the central and northeastern portions of the Study Area, uses transition to more residential in nature and are compatible with existing neighborhoods to the north of Grant Line Road, as well as the rural and agricultural areas to the northeast and southeast. Opportunities for community-oriented commercial uses exist at major intersections along Grant Line Road at Bradshaw Road and Elk Grove Boulevard.

The Capital SouthEast Connector is located at the northwestern boundary of the East Study Area (Grant Line Road). See the Mobility Element for policies related to the transportation network.

The General Plan establishes the land plan guidelines, program considerations, and performance standards for future development and conservation within the East Study Area under Policy 1-5.1. Development shall also be consistent with general siting criteria for proposed land uses described above.

Figure 3: East Study Area



Policy 1-5.1: Land use plans submitted for properties in the East Study Area shall be consistent with the following Land Plan Guidelines, Program Considerations, and Performance Standards.

Land Plan Guidelines – East Study Area

1. The overall land plan shall be consistent with the general siting criteria for all Study Areas.
2. An employment node shall be located at the southwest end of the Study Area. The node shall be oriented along the UPRR rail line and Grant Line Road. The node shall include employment uses, commercial uses, and a regional recreation/sports/entertainment center.
3. Residential uses should extend from the recreation center on the southwest end of the Study Area toward the northeast end of the Study Area, decreasing in density from Low Density Residential use to Rural Residential use. Residential land use designations should match, or otherwise be compatible with those adjacent to or planned for the north side of Grant Line Road. Parks or open spaces shall be placed, as necessary, as a buffer between higher-density employment uses at the employment node.
4. High Density Residential land uses may be required to meet anticipated or identified Regional Housing Needs Assessment (RHNA) allocations. High Density Residential land uses should be

Nodes are geographic points where economic or social resources/activities are (or will be) concentrated for the benefit of a community. Nodes facilitate cost effective economic and community development efforts by pulling people, resources and certain land uses together within a close distance.

located in the western half of the Study Area within one-quarter mile of Grant Line Road, near or adjacent to commercial or employment land uses.

5. Community-serving commercial uses should be located at intersections along Grant Line Road at Bradshaw Road and Elk Grove Boulevard.
6. An open space and conservation buffer shall be provided along the Cosumnes River to preserve flood-prone areas and potential habitat.

Land Plan Guidelines – East Study Area		
<i>1,773 Acres</i>		
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
Commercial and Employment Land Use Designations		
Community Commercial (CC) Regional Commercial (RC)	1-5% of total acreage	3–10% of total acreage
Light Industrial/Flex (LI/F) Light Industrial (LI) Heavy Industrial (HI)	7–12% of total acreage	7–12% of total acreage
Public/Quasi-Public and Open Space Land Use Designations		
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)	15–25% of total acreage, or as necessary to meet general siting criteria	15–25% of total acreage, or as necessary to meet general siting criteria
Residential Land Use Designations		
Rural Residential (RR) Estate Residential (ER) Low Density Residential (LDR)	40–60% of total acreage	40–60% of total acreage
Medium Density Residential (MDR) High Density Residential (HDR)	1–5% of total acreage, or higher if needed to comply with RHNA obligations	1–5% of total acreage, or higher if needed to comply with RHNA obligations
Other Land Use Designations		
Agriculture	0-5% of total acreage	n/a

Note:

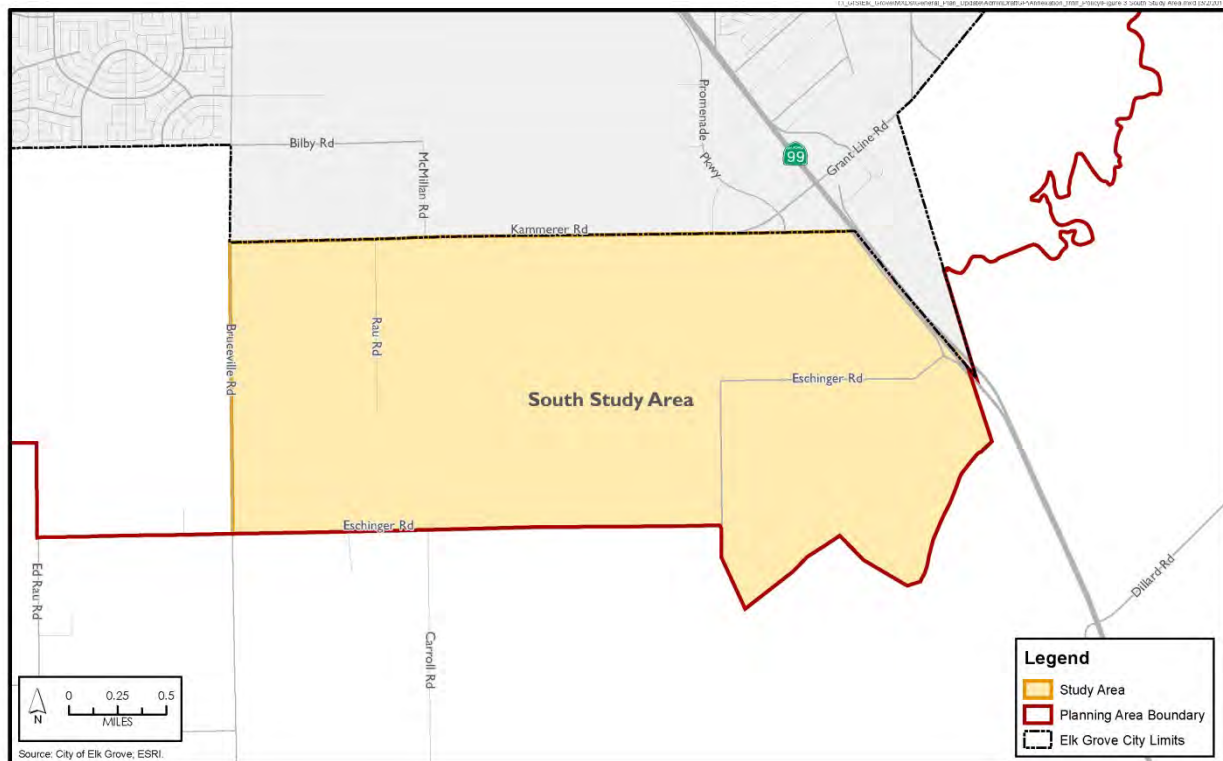
1. VMT maximums for each proposed project shall be determined using a City-approved travel demand model and the VMT guidelines established for each land use designation. See the mobility section of this General Plan and the City’s Traffic Impact Study Guidelines for more information.

South Study Area

The South Study Area is a 3,675-acre area located to the south of the existing (2017) City limits, as shown on **Figure 4**. It is located south of Kammerer Road between State Route 99 and Bruceville Road. The planning objective for the South Study Area is to create a new major employment center that builds off of the Southeast Policy Area’s business parks, comprising high-intensity office, industrial flex space, and light industrial uses. The employment center should be supported by Village Center Mixed Use, Medium Density Residential, and High Density Residential neighborhoods with strong transit access. Along with higher-density uses, there must also be easily accessible open space areas, parks, recreational sites, and public services available to residents and workers. While a portion of the area is dedicated to higher-intensity uses, growth will be focused on transit and economic activity nodes while maintaining agricultural lands for the long term. Lower-density residential neighborhoods will provide a buffer between agricultural land south of the South Study Area and the higher-intensity uses within the activity nodes.

The General Plan establishes land plan guidelines, program considerations, and performance standards for future development and conservation within the South Study Area under Policy 1-5.2. Development shall also be consistent with general siting criteria for proposed land uses described above.

Figure 4: South Study Area



Policy 1-5.2: Land use plans submitted for properties within the South Study Area shall be consistent with the following Land Plan Guidelines, Program Considerations, and Performance Standards.

1. The overall land plan shall be consistent with the general siting criteria for all Study Areas.
2. Development plans shall provide for up to four transit and employment activity nodes. At least one node should include mixed-use development near transit. At least two nodes should include Employment Center uses located along Kammerer Road and State Route 99.
3. Residential uses shall extend from the activity nodes to the southern portion of the Study Area, decreasing in density from higher-density apartments and townhomes to estate residential uses.
4. Office, Industrial Flex, and Light Industrial uses should be concentrated near the employment nodes.
5. Regional Commercial uses should be located along the north border of the area, within 1 mile of State Route 99 and/or near areas of high-density housing.
6. Community Commercial uses should be located at the intersection of collector roadways and arterial roadways, and adjacent to Village Center Mixed Use, Medium Density Residential uses, or High Density Residential uses.
7. Development shall retain the southern portion of the South Study Area, comprising roughly one-fourth of the Study Area, for residential development at a density consistent with or below Low Density Residential with Estate Residential or Rural Residential designated for the southern edge of development.

Land Plan Guidelines – South Study Area		
<i>3,675 acres</i>		
Land Use Designations	Program Considerations – <i>Land uses in the Study Area shall conform to the following land use ranges and ratios on a gross acreage basis.</i>	
	Scenario 1	Scenario 2
Commercial and Employment Land Use Designations		
Community Commercial (CC) Regional Commercial (RC)	1-5% of total acreage	2–10% of total acreage
Employment Center (EC)	5-10% of total acreage	15–25% of total acreage
Light Industrial/Flex (LI/F) Light Industrial (LI)	3-5% of total acreage	8–15% of total acreage
Mixed Use Land Use Designations		
Village Center Mixed Use (VCMU) Residential Mixed Use (RMU)	1–5% of total acreage	1–5% of total acreage

Land Plan Guidelines – South Study Area		
3,675 acres		
Land Use Designations	Program Considerations – <i>Land uses in the Study Area shall conform to the following land use ranges and ratios on a gross acreage basis.</i>	
	Scenario 1	Scenario 2
Public/Quasi-Public and Open Space Land Use Designations		
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
Residential Land Use Designations		
Rural Residential (RR) Estate Residential (ER) Low Density Residential (LDR)	25-30% of total acreage	25–40% of total acreage
Medium Density Residential (MDR) High Density Residential (HDR)	8-15% of total acreage, or higher if needed to comply with RHNA obligations	5%-10%, or higher if needed to comply with RHNA obligations
Other Land Use Designations		
Agriculture	20-30% of total acreage	n/a

Note:

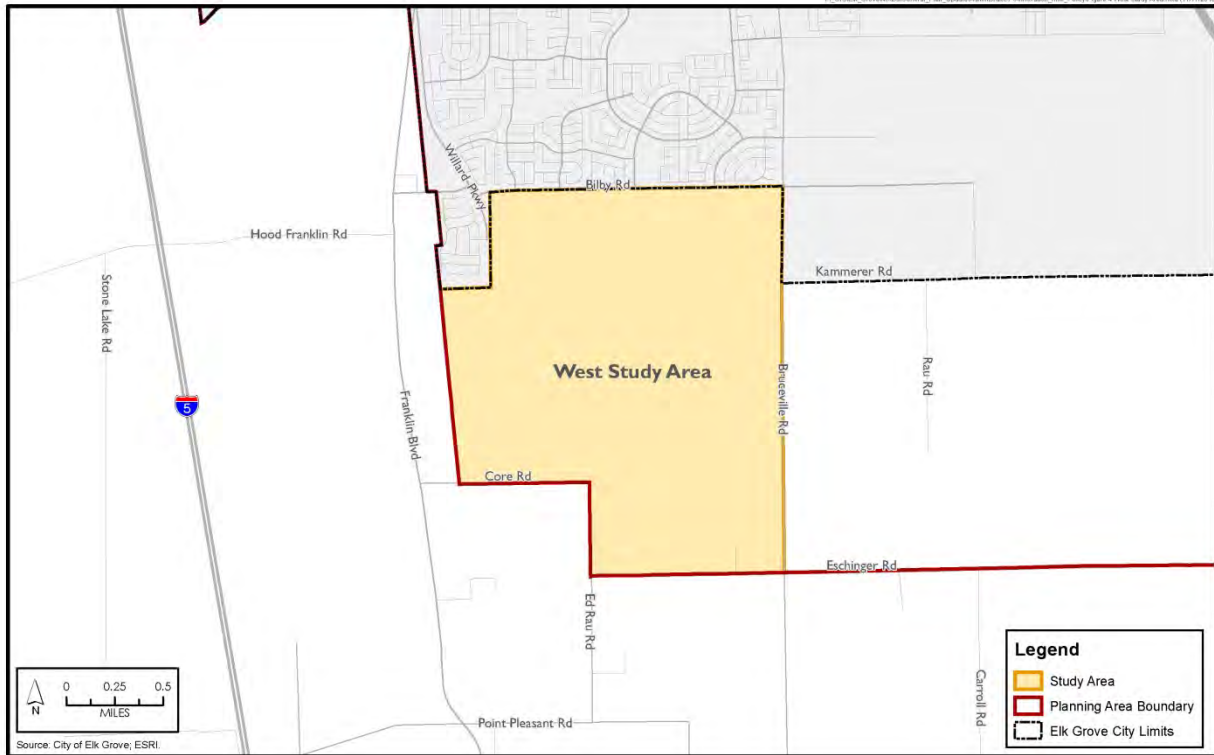
1. VMT maximums for each proposed project shall be determined using a City-approved travel demand model and the VMT guidelines established for each land use designation. See the mobility section of this General Plan and the City’s Traffic Impact Study Guidelines for more information.

West Study Area

The West Study Area is located on the southwestern side of the City, bordered by Bilby Road on the north, the railroad on the west, Bruceville Road on the east, and Core and Eschinger Roads on the south. This Study Area comprises 1,982 acres outside the existing (2017) City limits, as shown on **Figure 5**. The planning objective for the West Study Area is to create new, diverse residential neighborhood(s) featuring walkable parks, public services, and lower-intensity employment opportunities. Bilby Village will include a range of residential densities, including Medium Density Residential apartments and townhomes, Low Density Residential housing, and Estate Residential homes. Development options for Bilby Village rely on completing the extension of Kammerer Road to meet Interstate 5. Lower-density residential neighborhoods will provide a buffer between agricultural land south of the Bilby Village neighborhoods and the employment center.

The General Plan establishes land plan guidelines, program considerations, and performance standards for future development and conservation in the West Study Area under Policy 1-5.3. Development shall also be consistent with general siting criteria for proposed land uses described above.

Figure 5: West Study Area



Policy 1-5.3: Land use plans submitted for properties within the West Study Area shall be consistent with the following Land Plan Guidelines, Program Considerations, and Performance Standards.

1. The overall land plan shall be consistent with the general siting criteria for all Study Areas.
2. Low-intensity Employment Center uses shall be concentrated along the south side of Kammerer Road, interspersed with Community Commercial uses.
3. Higher-density residential uses shall be concentrated toward the northeast, closest to Kammerer Road and Bruceville Road.
4. Lower-density residential uses should extend from the office uses in the north and higher-density residential uses in the northeast, to the southwestern portion of the Study Area, decreasing in density from higher-density apartments and townhomes to single-family residential and estate homes.

Land Plan Guidelines – West Study Area <i>1,982 acres</i>		
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
Commercial and Employment Land Use Designations		
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
Public/Quasi-Public and Open Space Land Use Designations		
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
Residential Land Use Designations		
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
Other Land Use Designations		
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.

POLICIES: Annexation Criteria and Submittal Requirements

Policy 1-6: Allow expansion when economic need, community vision, and regional goals align.

Action 1-6-1: Annexation proposals shall demonstrate compliance with all of the following criteria:

- **Criteria 1.** The annexation proposal is consistent with the applicable Land Use Program.
- **Criteria 2.** The annexation proposal is consistent with the City's multimodal transportation goals, including integration of alternative transportation facilities as applicable.
- **Criteria 3.** The annexation proposal provides for the planned, orderly, efficient development of the City within near-term time frames, recognizing opportunities or limitations to achieving substantially the same project within the existing City consistent with the General Plan. Options to achieving this criteria include, but are not limited to, a market demand/feasibility analysis.
- **Criteria 4.** The annexation proposal is consistent with and furthers the community vision. This may be shown by one or more of the following:
 - Demonstrating how the proposal furthers regional goals as expressed through the Sacramento Region Blueprint and Metropolitan Transportation Plan and Sustainable Communities Strategy.
 - Demonstrating how the proposal facilitates development of a regional attractor (e.g. Major Employment Center) or use that implements one or more of the General Plan Supporting Principles.
 - Demonstrating how the proposal furthers General Plan goals or objectives.
 - Demonstrating how the proposal provides key infrastructure or facilities needed to maintain or improve community service levels.
- **Criteria 5.** The annexation proposal does not result in safety, utility, and infrastructure service levels within the City limits being reduced to less than the acceptable service standards or work level standards adopted by the City or applicable service agency.

Action 1-6-2: Require that the following items be submitted with all applications for annexation:

- **Land Plan.** A land plan addressing land use, circulation, infrastructure, public facilities, and public services for the subject property, and interfaces with planned facilities and services for the balance of the subject Study Area, or adjacent Study Area(s) or the existing City. Sufficient detail shall be provided to:
 - Determine consistency with the applicable Land Use Program.
 - Allow for rezoning of properties.

- **Infrastructure Plan.** An infrastructure plan identifying the backbone infrastructure necessary to serve the subject property, and interfaces with planned facilities and services for the balance of the subject Study Area, or adjacent Study Area(s) or the existing City. A process for phasing of infrastructure shall be identified and connections to existing and planned infrastructure beyond the limits of the subject property and/or Study Area may be required.
- **Financing Plan and Fiscal Analysis.** A financing plan and fiscal analysis indicating anticipated funding for the infrastructure identified in the infrastructure plan. The fiscal analysis shall evaluate the impact of development and the associated construction and maintenance of infrastructure on the City's general fund.
- **Service Level Analysis.** An analysis of service levels for safety, utility, and infrastructure facilities at buildout of the proposed land plan. The analysis will compare service levels at buildout of the proposed land plan with adopted City or agency service standards or established work level standards.
- **Performance Standards.** An analysis of the projected vehicle miles traveled (VMT) and greenhouse gas emissions for the proposed development.
- **Market Study.** A market study demonstrating demand for the uses identified in the Land Plan. The market study should consider the local and regional market as well as the availability and feasibility of infill sites located within the City limits that may support similar development.
- **Supporting Principles.** A list and discussion of which General Plan Supporting Principle(s) are implemented by the proposal and why. Particular attention should be given to meeting economic need, community vision, and regional goals.

Action 1-6-3: Except as otherwise determined by the Development Services Director, applications for annexation shall be provided as specific plans. The format, content, and structure of each specific plan shall be consistent with State law and local regulations, to the satisfaction of the City. In considering if a specific plan will not be required, the Development Services Director shall give consideration to the size of the project, the proposed mix of uses, and other factors as they deem relevant.

Action 1-6-4: While the City encourages property owners within each Study Area to work together proactively and with the City to address common planning issues, each development/annexation proposal is not required to individually plan its entire Study Area.

Action 1-6-5: When reviewing subsequent land use entitlements (e.g., tentative map, conditional use permit) that deviate from the land plan approved as part of an annexation process, the City may require an updated fiscal analysis if the proposed development materially varies from the development contemplated in the fiscal

analysis prepared for the annexation, and/or a substantial change in market or financial conditions has occurred.

GOAL 2: Available Infrastructure

Development of the Study Areas will require the creation of new and expanded infrastructure. The City intends for this new development to ensure availability of adequate infrastructure as part of all phases of development consistent with the policies of this General Plan. This may require the development of both on-site and off-site improvements. Further, it is the expectation of the City that the costs associated with development, maintenance, and operation of this infrastructure and related City services be sufficiently funded by the proposed development and not create a burden on existing residences and businesses.

POLICIES: Infrastructure Financing

Policy 2-1: Only allow projects in expansion areas that are proposed in tandem with infrastructure improvements that minimize potential burden to existing ratepayers.

Policy 2-2: Establish funding mechanisms for the expansion of public services and infrastructure to ensure new development is carrying its cost burden.

Action 2-2-1: Explore mechanisms such as facility impact assessments to minimize the cost burden on the first development requiring major improvements.

POLICIES: Service Levels

Policy 2-4: Ensure infrastructure and facilities are planned and designed to meet projected future demands.

Action 2-4-1: Coordinate public facility and service capacity with the demands of planned development.

Action 2-4-2: Encourage development to occur where public services and infrastructure exist or may be extended.

Policy 2-5: Backbone infrastructure and facility improvements shall be installed concurrent with projected development demands to meet adopted City or agency service standards or adopted work level standards.

Action 2-5-1: The City shall require project applicants (including applicants for individual final map phases) to fund and/or perform analyses when needed to ensure that adequate infrastructure is in place prior to projected development demands.

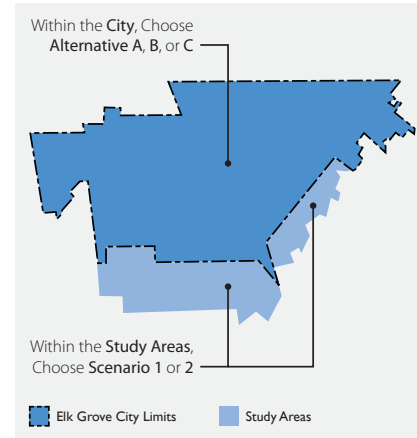
ALTERNATIVES ANALYSIS

The analysis was conducted using the Urban Footprint model, developed by Calthorpe Associates with assistance from the Sacramento Area Council of Governments (SACOG).

The following table presents the land use assumptions for, and the development capacity associated with, the five alternatives presented in this analysis. Alternative A mirrors the existing General Plan with the exception of some cleanups. Alternatives B and C consider specific changes to Opportunity Sites inside the City Limits. Within Alternatives B and C, consideration is made for two expansion scenarios of the City through the Annexation Strategy and the Study Areas. The land use mix in the Study Areas in Scenario 1 would achieve a 1.2:1 jobs/housing target; and the mix in Scenario 2 would achieve a 1.4:1 jobs/housing target.

Results of the analysis are summarized on this sheet and are presented in order of magnitude to demonstrate how each alternative compares to existing developed conditions. Additionally, the summaries compare Alternatives B1, B2, C1, and C2 to Alternative A.

City Limits and Study Areas Map

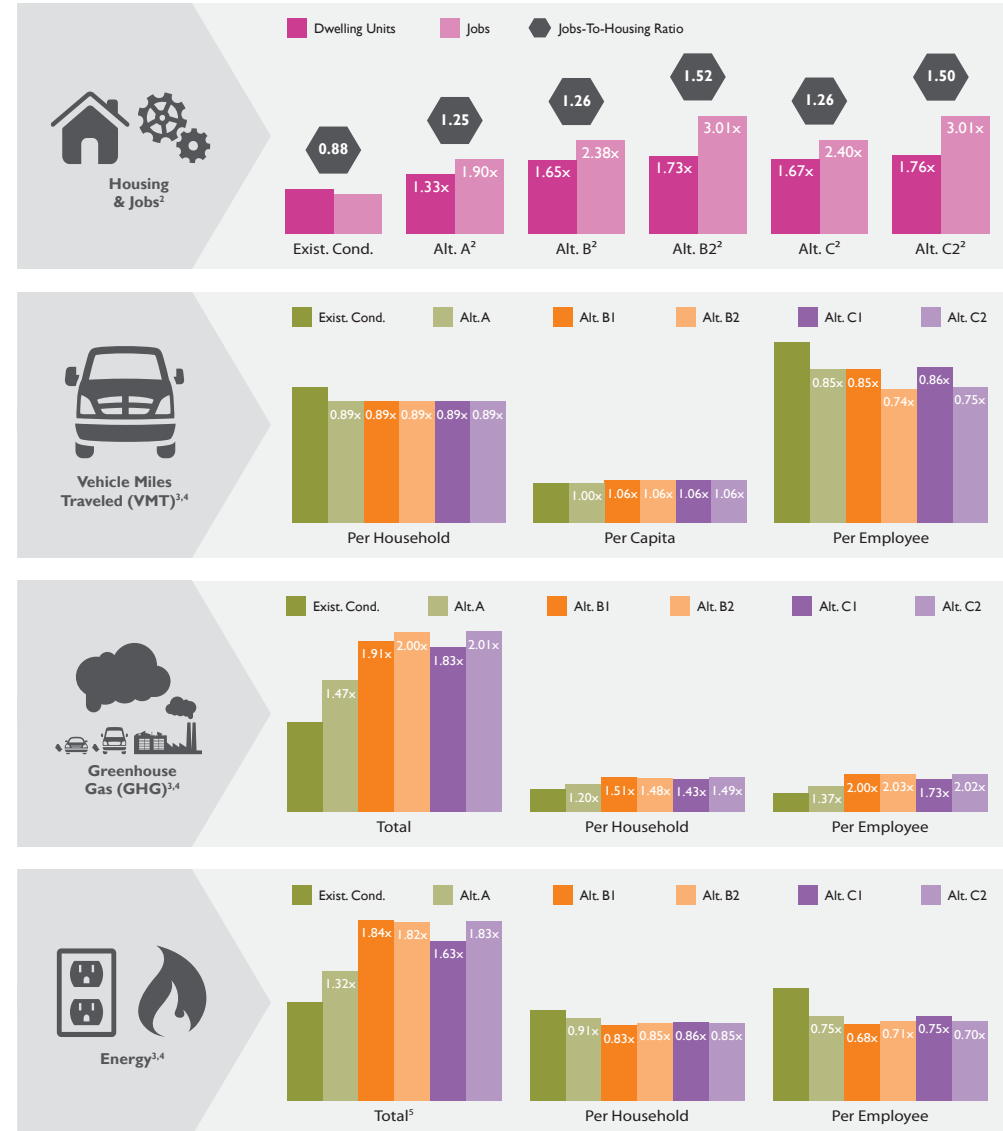


Land Use Assumptions and Development Capacity

	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 ¹	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 ²	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 expected 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



³ Data Source: Urban Footprint Model, 2016
⁴ Lower values are preferable
⁵ Scaled - 10,000:1 of household and employee chart units



7700 Collegen Town Drive Suite 101
Sacramento, CA 95826-2300
(916) 383-2600 FAX (916) 388-0552

VIA: E-MAIL; US MAIL; AND HAND DELIVERY

July 28, 2016

Christopher Jordan
Assistant to the City Manager
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, California 95758

RE: Deer Creek 422 – Request for Inclusion in City of Elk Grove Sphere of Influence Application

Dear Mr. Jordan,

Pursuant to your direction during our meeting on June 17, 2016 and during our recent telephone call, I write this letter on behalf of the owners of the Deer Creek 422 Property (APN 126-0030-053-0000) ("Property") to request that the City of Elk Grove ("City") include the Property as a residential Study Area in the City's Sphere of Influence Application and General Plan Update.

The Property is highly suitable for residential development in the City for the following reasons: (1) the Property is adjacent to the existing City limits (Exhibit "A"); (2) the Capital Southeast Connector Expressway project will provide the Property with sufficient access to accommodate residential development as it will include the future expansion of Grant Line Road at the frontage of the Property and major intersection improvements at the intersection of Grant Line Road and Calvine Road; (3) the Property has access to the requisite water supply and sewer capacity required for residential development -- water supply via Sacramento County Water Agency Zone 40 and sewer capacity via the Sacramento Area Sewer District (Exhibits "B," "B-1," "C," and "C-1"); (4) the Property is located within the Elk Grove Unified School District; and (5) the anticipated development area of the Property is devoid of wetlands, which likely means that development of the Property will not involve an often lengthy and uncertain Federal Permitting process under Section 404 of the Federal Clean Water Act.

While City staff has indicated that the Property should be analyzed at no greater than one (1) dwelling unit per acre, the owners believe that the Property's unique characteristics make it suitable for low-density residential development as defined in the Elk Grove Zoning Code (4-7 units per acre). After all, it makes the most sense to develop residential housing on sites that have adequate access to services (i.e. do not require significant new infrastructure) and that have very limited natural resource values and/or potential values. California's population is anticipated to approach 50 million people by 2035. With this population growth, the pressures on the residential housing market are going to be even more acute. In coupling the anticipated pressure on the residential housing market with the Property's

Mr. Christopher Jordan
Page 2
July 28, 2016

unique attributes, the owners believe it would be prudent to at least study the Property's potential to accommodate a portion of the City's future housing needs.

The owners greatly appreciate the City's consideration of their request, and they look forward to working with the City Council and Staff to make sure this Property can help the City in obtaining its overall vision for growth and expansion. Please let me know if you have any questions or need any additional information to supplement the information provided in this letter and its attachments. I can be reached at (916) 383-2500 or by email at ronb@aktdev.com. Thank you for your continued attention to this Property – it is greatly appreciated.

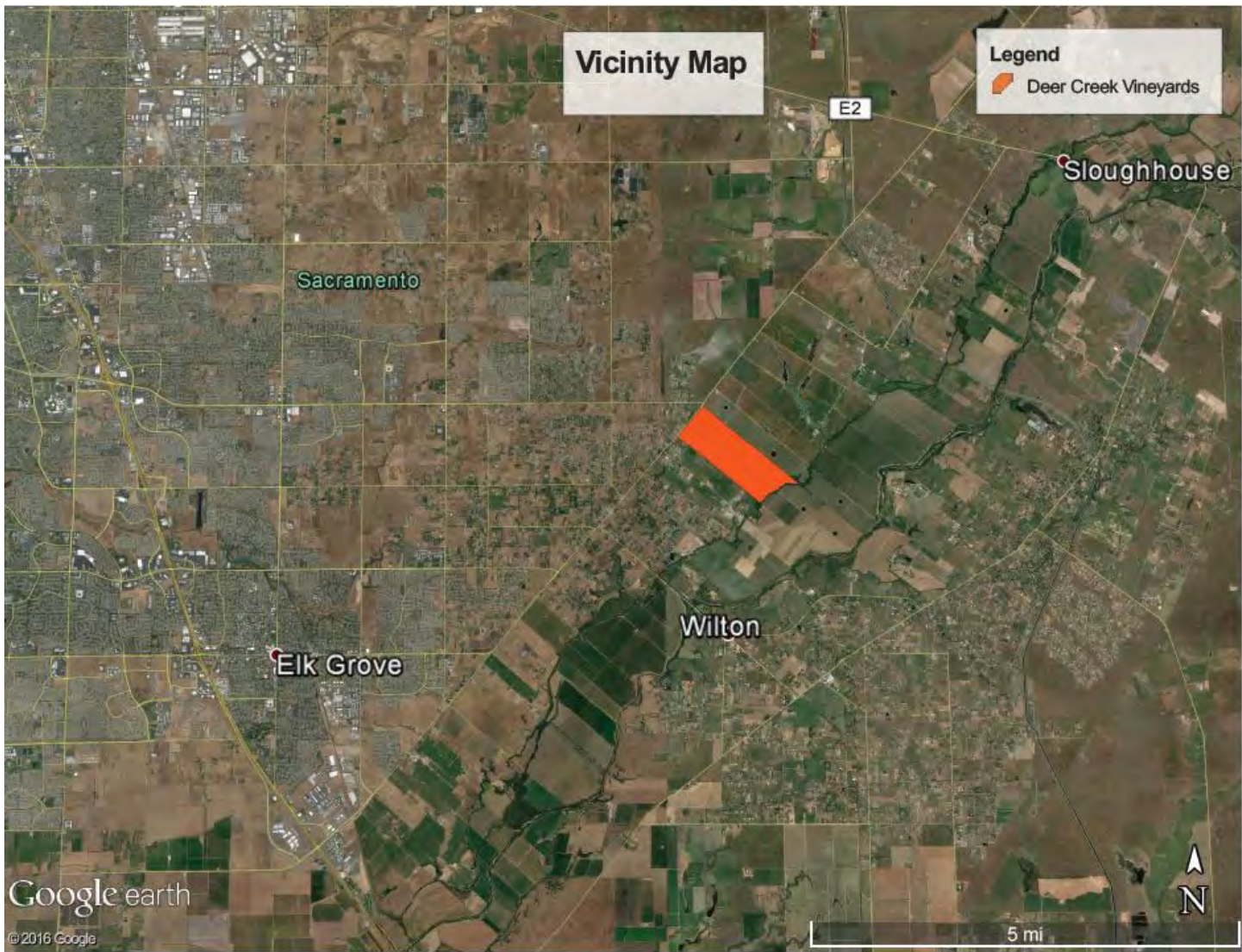
Regards,



Ron Bertolina, Esq.
Vice President and General Counsel
AKT Investments, Inc.
(916) 383-2500

cc: Angelo K. Tsakopoulos
Claudia Cummings (c/o Allen Hine)
Timothy Taron, Esq.

DEER CREEK VINEYARDS



Introduction

Deer Creek Vineyards is located along Grant Line Road approximately 1.5 miles north/east of the town of Sheldon and Wilton Road in Sacramento County. Deer Creek Vineyards is situated within the Capital SouthEast Connector Expressway project corridor slated for expansion of Grant Line Road, which will serve as a beltway through the southern area of Sacramento County into El Dorado County. The expressway will include the future expansion of Grant Line Road at the frontage of Deer Creek Vineyards. Deer Creek Vineyards also shares a boundary with the City of Elk Grove on the property’s southern boundary area. Deer Creek Vineyards encompasses approximately 422 ± acres of land and lies between Deer Creek to the east and Grant Line Road to the west (APN 126-0030-053-0000).

DEER CREEK VINEYARDS

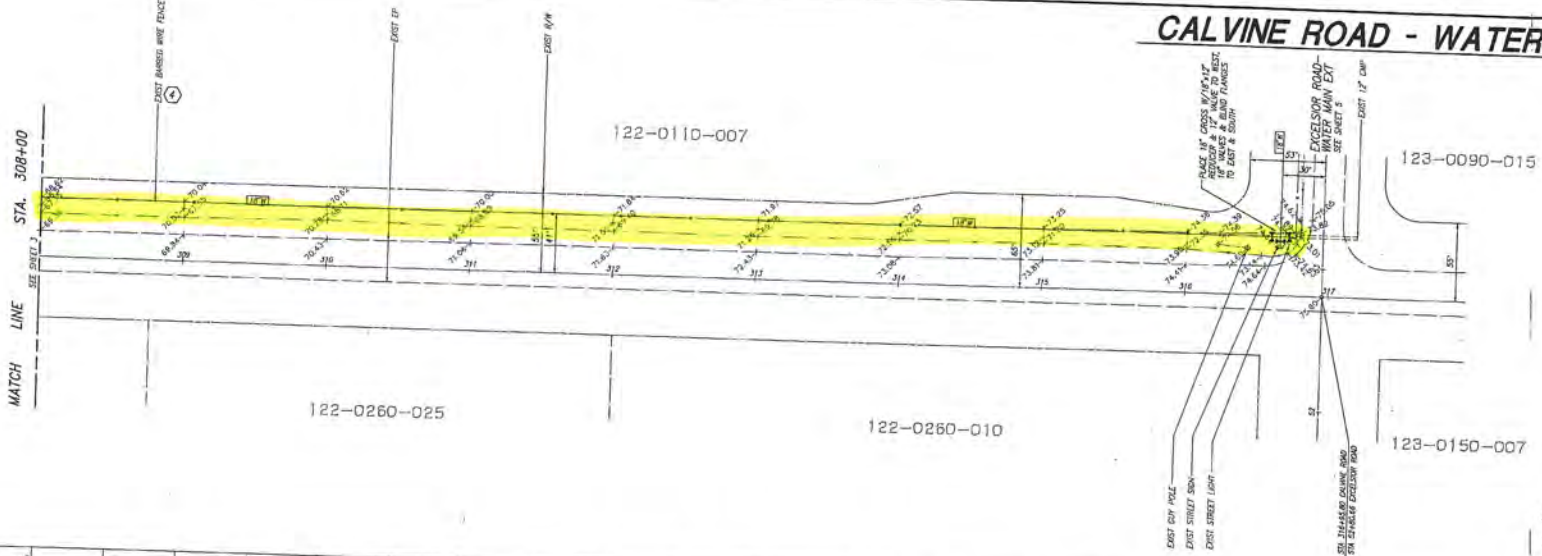


Proposed Water

Deer Creek Vineyards proposes to connect to an existing 18” water main at the intersection of Excelsior Road and Calvin Road. The water main was constructed as part of the Excelsior Ranch Estates project. A stubbed out pipeline exist at the Excelsior Road and Calvin Road intersection for future extension of the pipeline to the east. It is estimated that there will be approximately 8,690’ feet of 18” water main extended to the Deer Creek Vineyards property and frontage area.

CALVINE ROAD - WATER MAIN EXTENSION

MATCH LINE STA. 308+00



CONSTRUCTION NOTES:
 ① CONTRACTOR TO REMOVE & REPLACE EXIST BARBED WIRE FENCE AS NECESSARY TO COMPLETE WATERLINE CONSTRUCTION

FUTURE POSSIBLE GFL GRADE
EXIST EDGE OF PAVEMENT GRADE (DISTANCE-LT)

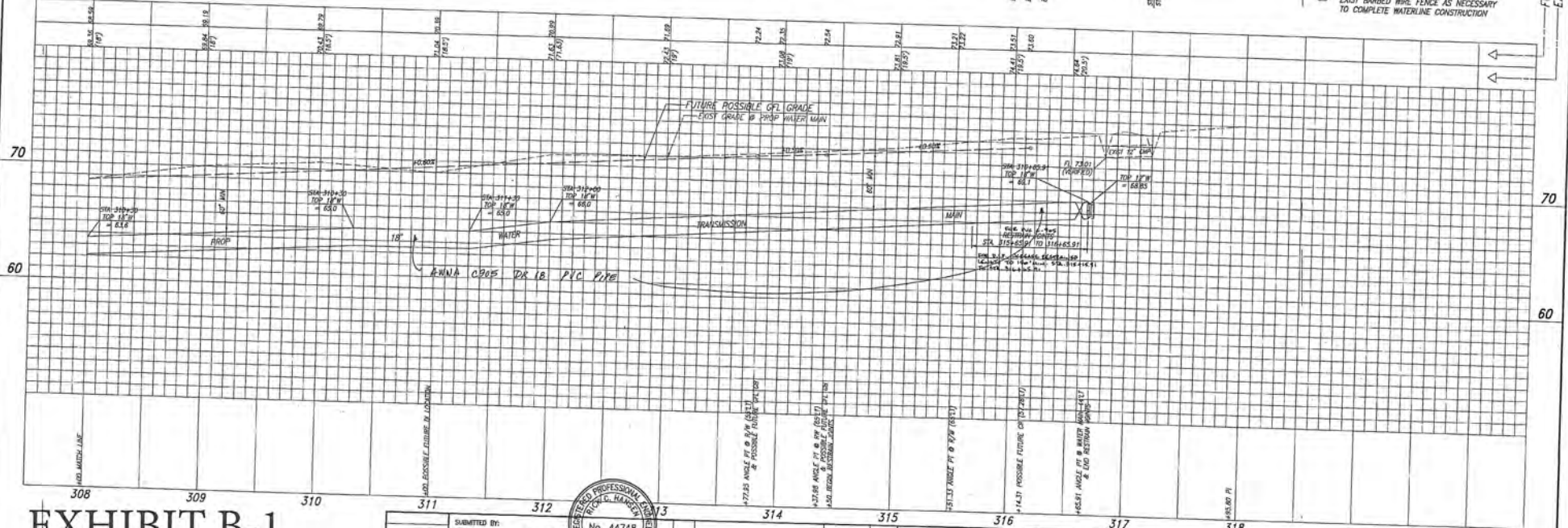


EXHIBIT B-1

SUBMITTED BY:
Murray Smith
 ASSOCIATES, ENGINEERING
 101-22-26P
 10-11-98
 06-28-93

REGISTERED PROFESSIONAL ENGINEER
 RICK C. HANSEN
 No. 44748
 Exp. 3-31-98
 CIVIL
 STATE OF CALIFORNIA

DATE: **MAY 22, 1999**
 R.C.E. NO. 44748

REV.	DESCRIPTION	APPR. BY	DATE

BENCH MARK
 SEE SHEET 1

CONSTRUCTION PLANS
 COUNTY OF SACRAMENTO, CALIFORNIA

EXCELSIOR RANCH ESTATES

CALVINE ROAD - WATER MAIN EXTENSION

DRAWN: AMP	CHKD: REY	DATE: JUNE 99
F.R. REF: SRH/SEC	SCALE: 1" = 40'	SHEET: 4
PROJECT No. 90090	OF 11	

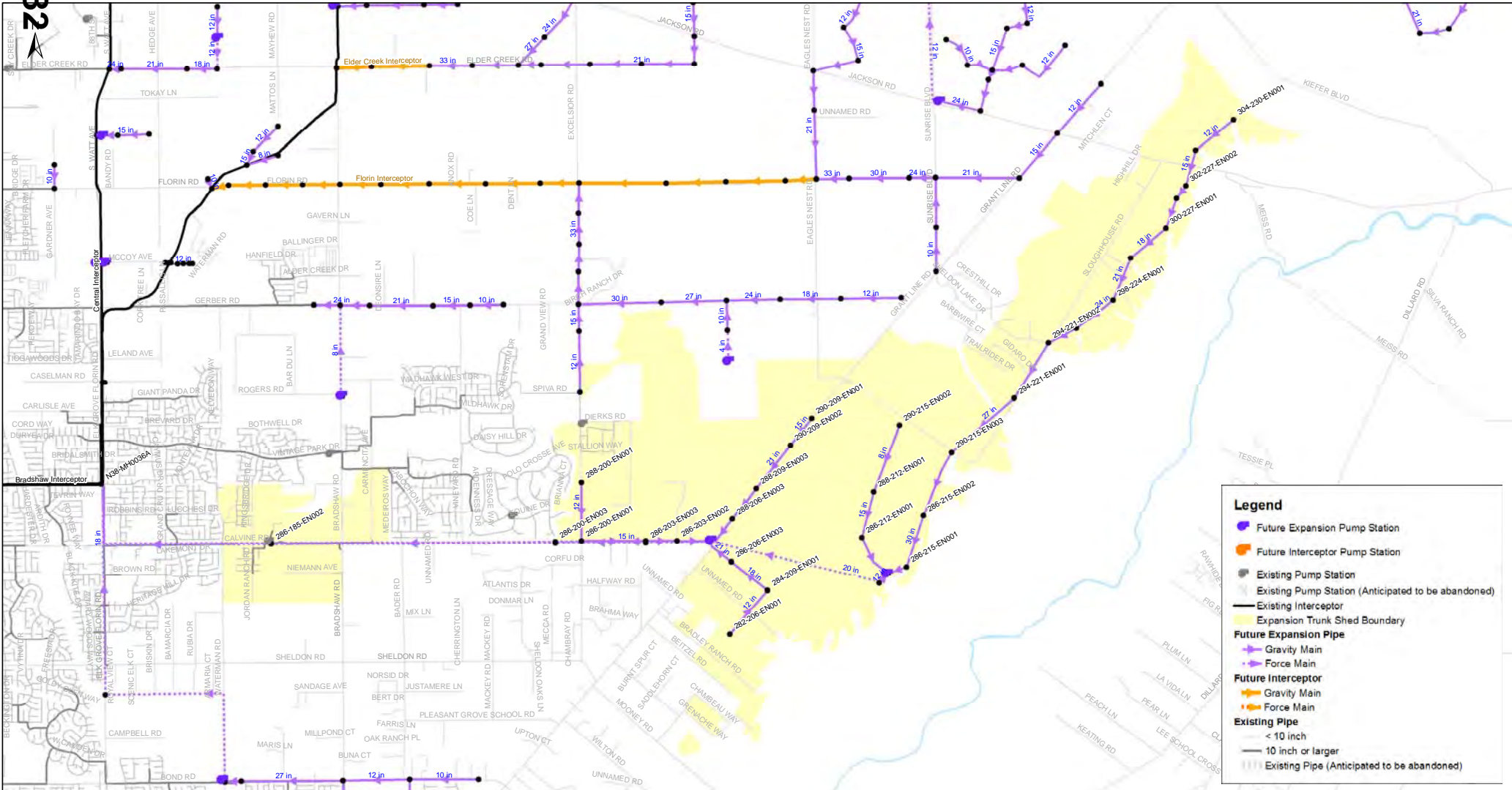
RECORD DRAWING

DEER CREEK VINEYARDS



Proposed Sewer

Deer Creek Vineyards proposes to construct a combination of a sewer gravity system and sewer force main from the project to the existing Bradshaw Interceptor line. There will be a 10” gravity sewer from the project to a proposed sewer lift station and the south/west corner of Grant Line Road and Calvine Road. From the sewer lift station, a proposed 20” sewer force main will be constructed heading west on Calvine Road and eventually connect to the existing Bradshaw Interceptor at the intersection of Elk Grove Florin Road and Brittany Park Drive. It is estimated that there will be approximately 1,660’ feet of 10” gravity sewer and approximately 29,640’ feet of 20” sewer force main. The proposed county sewer connection is, per Sacramento Area Sewer District (SASD) 2010 System Capacity Plan, BR Calvine Buildout Expansion Plan figure A.2-1.



Legend

- Future Expansion Pump Station
- Future Interceptor Pump Station
- Existing Pump Station
- Existing Pump Station (Anticipated to be abandoned)
- Existing Interceptor
- Expansion Trunk Shed Boundary
- Future Expansion Pipe**
- Gravity Main
- Force Main
- Future Interceptor**
- Gravity Main
- Force Main
- Existing Pipe**
- < 10 inch
- 10 inch or larger
- Existing Pipe (Anticipated to be abandoned)



SACRAMENTO AREA SEWER DISTRICT

2010 SASD SYSTEM CAPACITY PLAN

BR Calvin

Buildout Expansion Plan

FIGURE A.2-1

EXHIBIT C-1

From: [Gerry Kamilos](#)
To: [Christopher Jordan](#)
Subject: Waterman Park 75 - Request for Change of Land Use - Parcel 9 of APN 134-0182-001
Date: Sunday, January 08, 2017 8:06:46 PM

Christopher,

Pursuant to our meeting, on behalf of Ladera Triangle Point, LLC and the Kamilos Companies, LLC, we are requesting that Parcel 9 of the Waterman Park 75 (aka Triangle Point 75) Tentative Map within APN 134-0182-001 that now designated for High Density Residential be changed to Medium Density Residential that is consistent with Parcel 8 of the same tentative map. We ask that you incorporate this request into the City's General Plan Update process.

Please do not hesitate to contact me if you have any further questions. Thank you.

With kind regards,

Gerry

Gerry Kamilos
Office 916-631-8440
Cell 916-802-8070



George T. Kammerer
Attorney At Law
P.O. Box 951
Rancho Murieta, CA 95683-0951
(916) 612-0407

January 30, 2017

Mr. Christopher J. Jordan
Office of the City Manager
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

Re: Request for Inclusion Within City of Elk Grove 2017 General Plan Update

Dear Mr. Jordan:

My thanks to you and Kristi Grabow for meeting me early last week on short notice on January 23 to review our request to include within the City's 2017 General Plan (GP) Update two (2) parcels on behalf of the owner, our client, PCBP Properties, Inc. (PCBP).

The two (2) parcels requested for inclusion within the 2017 GP Update are City of Elk Grove Assessor's Parcel Numbers (APN) 127-0150-001 (10+/- acres) and APN 127-0150-002 (10+/- acres) located within the East Elk Grove Specific Plan (EEGSP) planning area. PCBP owns a third adjacent parcel (APN 127-0150-009 [7.8+/- acres]) which is not being requested for a land use change as part of the 2017 GP Update.

The current GP land use designation for these three (3) parcels is Public Open Space / Recreation. The underlying zoning is AR-10 (Agricultural Residential one unit per ten acres). The Sacramento County Assessor's Office lists all three parcels as "Proposed Use Residential," recognizing the potential for residential uses in determining assessed value.

Portions of these parcels are impacted by the presence of wetlands as shown on the US Army Corps of Engineers (Corps) verified wetland jurisdictional determination for the site (ATTACHED) which identified a total of 2.71+/- acres of waters of the United States on all three parcels combined. The wetlands are primarily concentrated on APN 127-0150-009 (7.8+/- acres) and the southeastern portion of APN 127-0150-002. APN 127-0150-001 is largely un-impacted by wetlands, as is the northwestern portion of APN 127-0150-002. See "Development Map with 50-Foot Buffer" (ATTACHED).

These PCBP parcels are almost entirely surrounded on three sides by existing urban residential development. There is fully built-out RD-7 abutting the east side with some RD-5; fully built-out RD-3 abutting most of the west side, and built-out RD-4 abutting the south side. The original County-approved EEGSP designation and zoning for the

lands to the north of the PCBP parcels was RD-7 (East Elk Grove Consistency Rezone Project, July 27, 2016, pps. 7, 12) (ATTACHED). This has since been changed by the City to PP (Public Park). Existing community park office buildings and an active recreation facilities complex abut the PCBP parcels to the northeast on this PP parcel.

PCBP does not request a change to the GP land use designation for all 28+/- acres of its three parcels described above. Rather, PCBP only requests a GP land use designation (and corresponding rezone) for an approximately eight- (8-) acre portion of the western side of APNs 127-0150-001 and 127-0150-002 abutting Waterman Road which is shown as developable on the attached "Development Map with 50-Foot Buffer".

PCBP therefore requests the following change to the GP land use designation and underlying zoning as part of the 2017 GP Update initiated by the City of Elk Grove:

General Plan: Public Open Space/Recreation changed to Low Density Residential

Zoning District: AR-10 changed to RD-5

RD-5 residential density in this location creates a logical transition between the RD-7 and RD-5 to the east, the RD-3 to the west and the RD-4 to the south of PCBP's property. A change to RD-5 for the eight-acre western portion of APN 127-0150-001 and 127-0150-002 will avoid impacts to 99.94% of seasonal wetlands on-site (only impacting two tiny seasonal wetlands in the far northwest corner) and will avoid all vernal pools. PCBP supports preservation of all 99.94% of un-impacted wetlands on the site.


PCBP has a sizable investment in these parcels and an open space designation on the entire 28+/- acres would effectively deprive PCBP of all economic use of these parcels. They are too close to the urban interface to sell as mitigation acreage. It is doubtful the resource agencies would ever approve a mitigation sale so close to intensive urban encroachment on all sides. The only way for PCBP to gain any economic return on the site is through urban development for residential uses on this limited portion of the site.

We understand there is an excess of around 100 unallocated residential dwelling units within the EEGSP area. Under PCBP's proposal, after subtracting for streets, sidewalks, etc., PCBP would probably net around 34-36 dwelling units, well under that allocation.

For all these reasons, we respectfully request that the City incorporate the changes above.

Thank you again for all your assistance. Please do not hesitate to call with any questions.

Sincerely,



George T. Kammerer

Encs.

**Figure 3 – Initial Consistency Rezoning Sites
 (Prior to Planning Commission Review)**

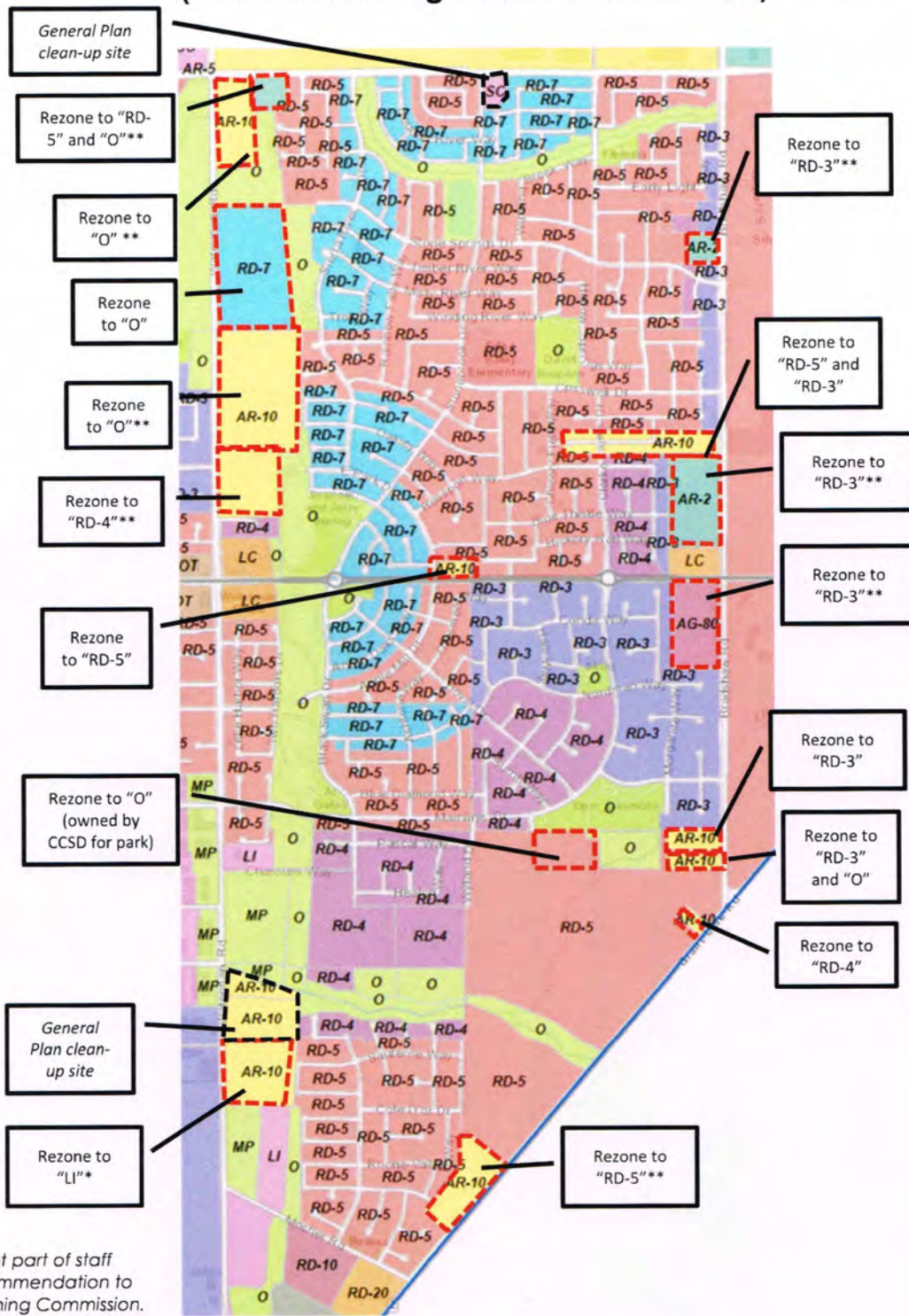
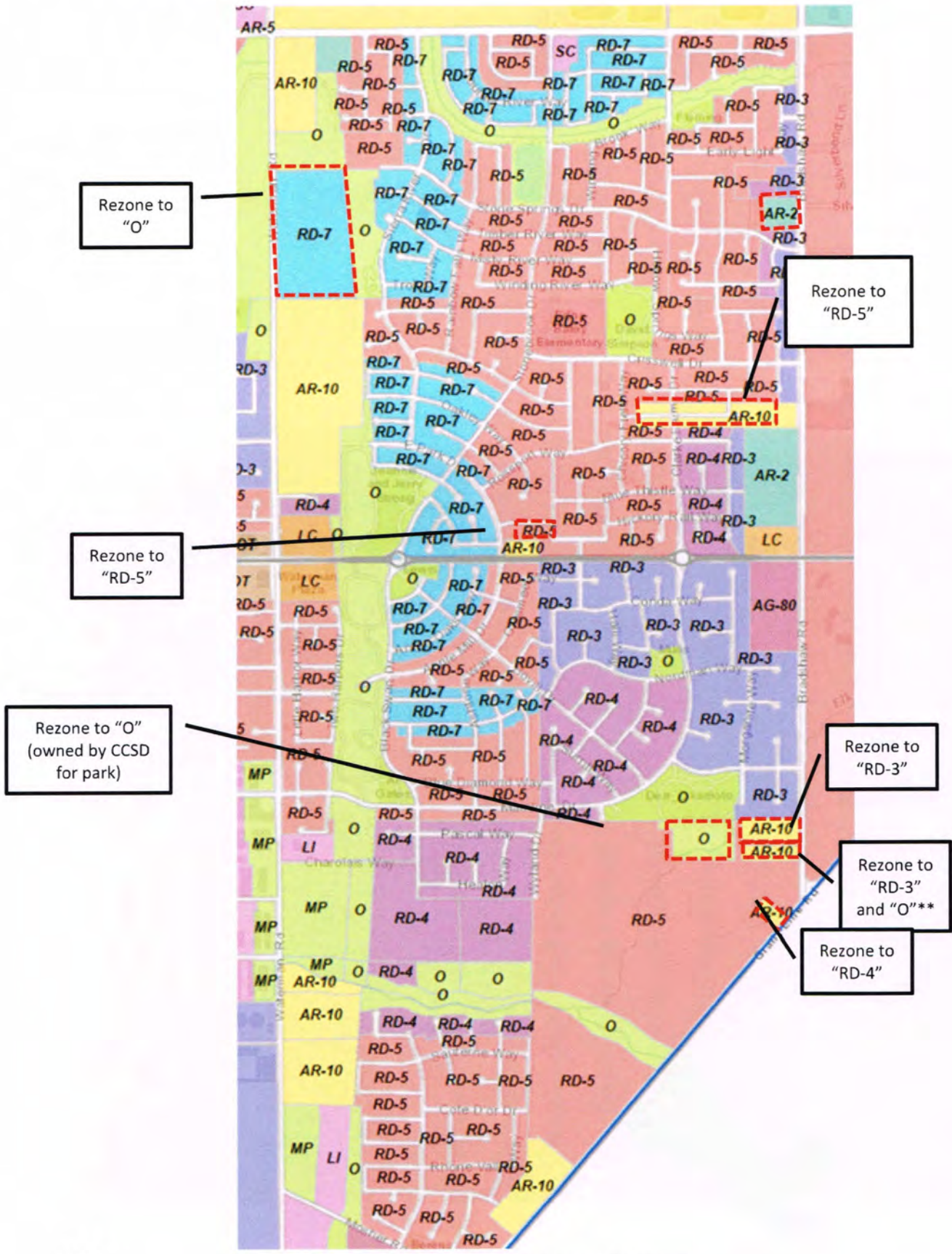


Exhibit A
East Elk Grove Consistency Rezone Project
Rezone Map



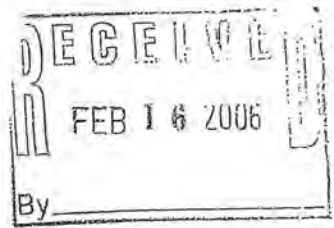
Lynch 2250



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
ATTENTION OF

February 8, 2006



Regulatory Branch (200400397)

Kellie Berry
Reynen & Bardis Communities
9848 Business Park Drive, Suite H
Sacramento, California 95827-1714

Dear Ms. Berry:

We are responding to your consultant's request for an approved jurisdictional determination for the Reynen & Bardis Lynch Property site. This approximately 26.5-acre site is located on the east side of Waterman Road and north of Elk Grove Boulevard, in Section 32, Township 7 North, Range 6 East, MDB&M, Latitude 38° 24' 51.5", Longitude 121° 21' 3.51", Sacramento County, California.

Based on available information, we concur with the estimate of waters of the United States, as depicted on the revised **January 2006** wetland delineation map prepared by **Gibson & Skordal, LLC**. Approximately 2.71 acres of waters of the United States, including wetlands, are present within the survey area. These waters are regulated under Section 404 of the Clean Water Act since they are either connected to or adjacent to a vernal pool/seasonal wetland complex that flows into Elk Grove Creek.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This letter contains an approved jurisdictional determination for your Reynen & Bardis Lynch Property. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) Fact sheet and Request for Appeal (RAF) Form. If you request to appeal this determination you must submit a completed RFA form to the South Pacific Division Office at the following address:

Doug Pomeroy, Administrative Appeal Review Officer
Army Corps of Engineers, South Pacific Division
CESPD-PDS-O
333 Market Street, Room 923
San Francisco, CA 94105-2195
Telephone: 415-977-8035 FAX: 415-977-8129

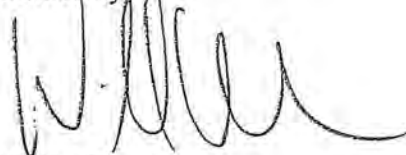
In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the Division Office within 60 Days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by April 8, 2006. It is not necessary to submit an RFA form to the Division office if you do not object to the determination in this letter.

You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

This determination has been conducted to identify the limits of Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Please refer to identification number 200400397 in any correspondence concerning this project. If you have any questions, please contact Mr. David Leput at our Sacramento Office, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email david.w.leput@usace.army.mil, or telephone 916-557-5327. You may also use our website: www.spk.usace.army.mil/regulatory.html.

Sincerely,



Will Ness
Chief, Sacramento Office

Enclosure(s)

Copy furnished without enclosure(s):

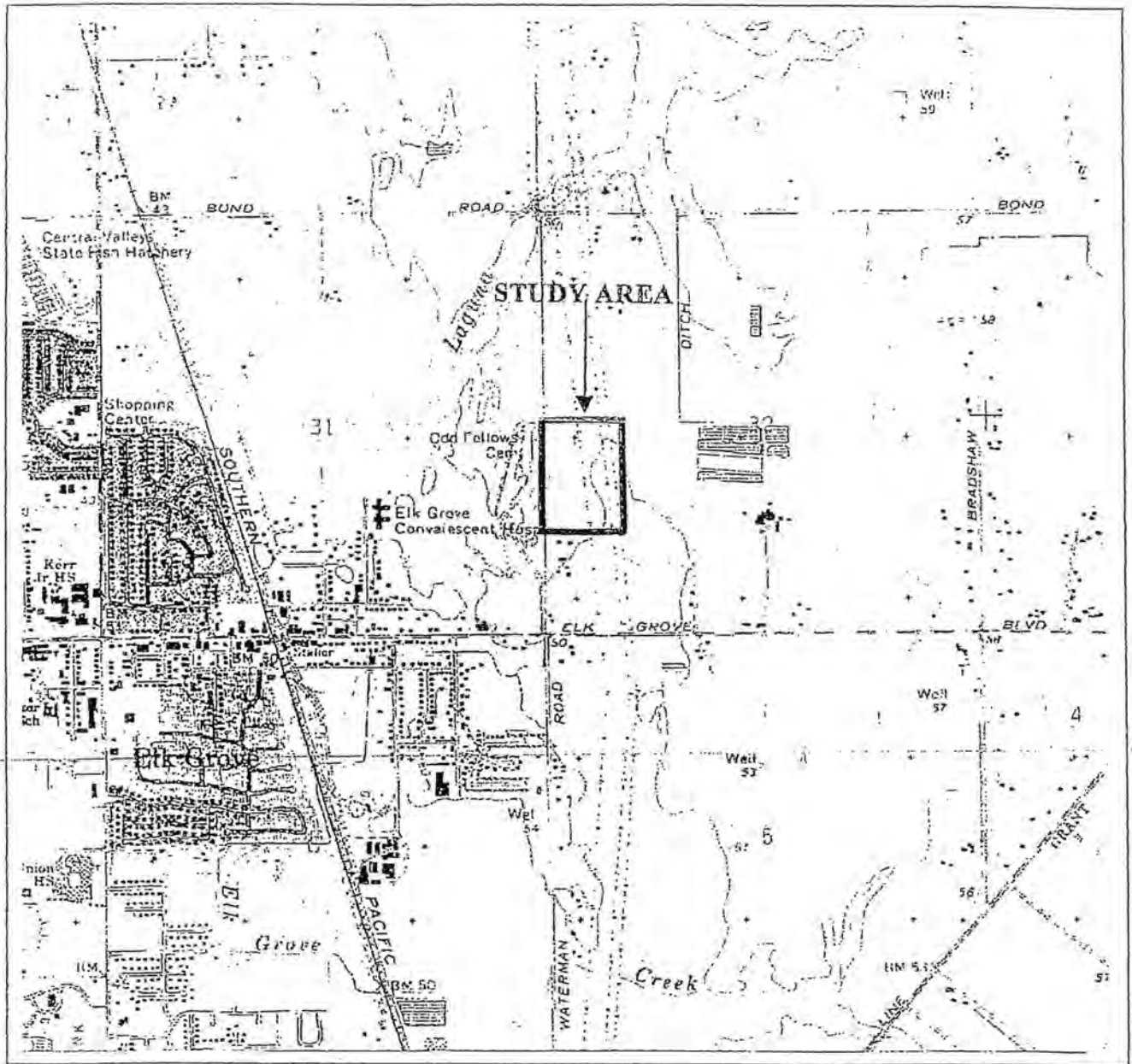
James C. Gibson, Gibson & Skordal, L.L.C., 2277 Fair Oaks Boulevard, Suite 105,
Sacramento, California 95825-5500

William Marshall, Storm Water and Water Quality Certification Unit, Central Valley
Regional Water Quality Control Board, 11020 Sun Center Drive #200, Rancho
Cordova, California 95670-6114

U.S. Fish and Wildlife Service, Endangered Species Division, 2800 Cottage Way, Suite
W2605, Sacramento, California 95825-3901

Richard Radmacher, Assistant Planner, Planning and Community Development
Department, County of Sacramento, 827 7th Street, Room 230, Sacramento, California
95814-2406

FIGURE 1
VICINITY MAP







(Scale: 1 Inch = 2000 Feet)

#200400397
Fig 1 of 2

JURISDICTIONAL DELINEATION MAP
 R&B LYNCH PROPERTY
 Elk Grove, California



Legend

-  Vernal Pools (1.10 Acres)
-  Seasonal Wetlands (1.61 Acres)
-  Data Points
-  Study Area Boundary



GIBSON AND SKORDAL LLC
 WETLANDS CONSULTANTS
 2277 Pinetree Blvd. Suite 100
 Antioch, CA 94509
 (916) 336-1223
 Prepared: February 2004
 Revised: January 2006
 Base Map: USGS Aerial Photography
 Flown in May 2002

#200400397
 Fig 2 of 2

TABLE 1
AREA OF EXISTING WETLANDS

Vernal Pools:

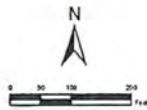
<u>Ref. No.</u>	<u>Area (Sq.Ft.)</u>	<u>Ref. No.</u>	<u>Area (Sq. Ft.)</u>	<u>Ref. No.</u>	<u>Area (Sq.Ft.)</u>
VP1	2,619	VP7	540	VP13	916
VP2	7,345	VP8	4,119	VP14	3,482
VP3	1,757	VP9	7,772	VP15	874
VP4	338	VP10	1,592	VP16	5,250
VP5	4,067	VP11	183	VP17	4,499
VP6	2,480	VP12	250		
Total				=	48,083 Sq.Ft. or 1.10 Acres

Seasonal Wetlands:

<u>Ref. No.</u>	<u>Area (Sq.Ft.)</u>	<u>Ref. No.</u>	<u>Area (Sq.Ft.)</u>	<u>Ref. No.</u>	<u>Area (Sq.Ft.)</u>
SW1	433	SW12	322	SW23	49
SW2	32	SW13	76	SW24	33
SW3	319	SW14	498	SW25	56
SW4	87	SW15	428	SW26	216
SW5	231	SW16	15	SW27	209
SW6	33	SW17	213	SW28	474
SW7	192	SW18	44	SW29	1,583
SW8	85	SW19	31	SW30	1,768
SW9	748	SW20	60,176	SW31	147
SW10	243	SW21	60	SW32	596
SW11	177	SW22	554		
Total				=	70,128 Sq.Ft. or 1.61 Acres

TOTAL WETLANDS = 2.71 Acres

DEVELOPMENT MAP - 50-FOOT BUFFER
LYNCH PROPERTY
Elk Grove, California



- Legend**
- Developable Property (7.2 Acres)
 - Study Area Boundary



GREENSFELDER

COMMERCIAL REAL ESTATE LLC

DAVID S. GREENSFELDER
MANAGING PRINCIPAL

510.708.8927 PHONE

DAVID@GREENSFELDER.NET

Via email cjordan@elkgrovecity.org

February 28th, 2017

City of Elk Grove
Attn: Christopher Jordan
Assistant to the City Manager
8401 Laguna Palms Way
Elk Grove, CA 95758

RE: Land Use Designation Request - General Plan Update

Dear Mr. Jordan,

EGB ELK GROVE, LLC is the owner of 8.35 acres located on Bruceville Road, just northwest of the intersection of Laguna Boulevard and Bruceville Road. The Assessor's Parcel Numbers for the property are: 116-0011-020, -021, and 116-1380-005, -006, -008, and -009. The property is currently designated C/O/MF (Commercial/Office/Multi-Family) in the existing General Plan. We understand that the City of Elk Grove is underway processing a General Plan Update and is in position to consider requests from property owners that are interested in changing their current land use designation.

EGB ELK GROVE LLC requests that the City of Elk Grove change the land use designation for the undeveloped portions of the subject property from C/O/MF (Commercial/Office/Multi-Family) to MDR (Medium Density Residential) in the General Plan Update. It is our preference that the City include this designation when processing the General Plan Update and the associated CEQA certification document (EIR). We would also request that the CEQA certification document consider the highest allowable density within the Medium Density Residential designation in effort to maintain planning flexibility during our project specific entitlement efforts. We understand that the maximum allowable density under the MDR designation would be fifteen (15) units per acre.

We appreciate the City's consideration of our request. Please also notify us if we may provide any additional documentation or information that may support our land use designation change accordingly.

DEVELOPMENT AND CONSULTING
● COMMERCIAL ● MIXED USE
● ECONOMICS ● LAND USE
● PROJECT MANAGEMENT



February 28, 2017
Page 2

We are readily available to meet and discuss at any time.

Very truly yours,

EGB Elk Grove, LLC, a California limited liability
company

By: Greensfelder Commercial Real Estate LLC,
a California limited liability company

Its: Manager

By:
Name: David Greensfelder
Title: Manager

cc: Darcy Goulart, Planning Manager, City of Elk Grove

City of Elk Grove General Plan Update

Draft Infill Policies



The following is draft text for the General Plan. The primary objective of the goal, policies, and actions identified below is to facilitate infill development. There are limited policies specifically addressing infill development as the approach is to provide maximum flexibility through minimal General Plan policy regulation of infill development.

Infill development will also be encouraged through other goals, policies, and actions to be located in other sections of the General Plan, including the following:

VMT Policies. Screening criteria is established through the proposed VMT Policies to exempt infill sites from further VMT analysis. Development on Infill Sites consistent with the General Plan meeting certain criteria would be exempt from subsequent VMT analysis, which results in less time and expense for project processing.

Annexation Strategy Policies. Growth within the Study Areas will be governed by the goals, policies, and actions proposed in the Annexation Strategy Policies. Infill development would not be subject to most of these same requirements. Applications for infill development would require fewer submittal requirements and less special analysis, which results in less time and expense for project processing when compared to annexation areas.

Economic Development Policies. Policies and actions relative to economic development will promote leveraging vacant and underutilized sites in the City to attract employers and promote the expansion of existing business within Elk Grove.

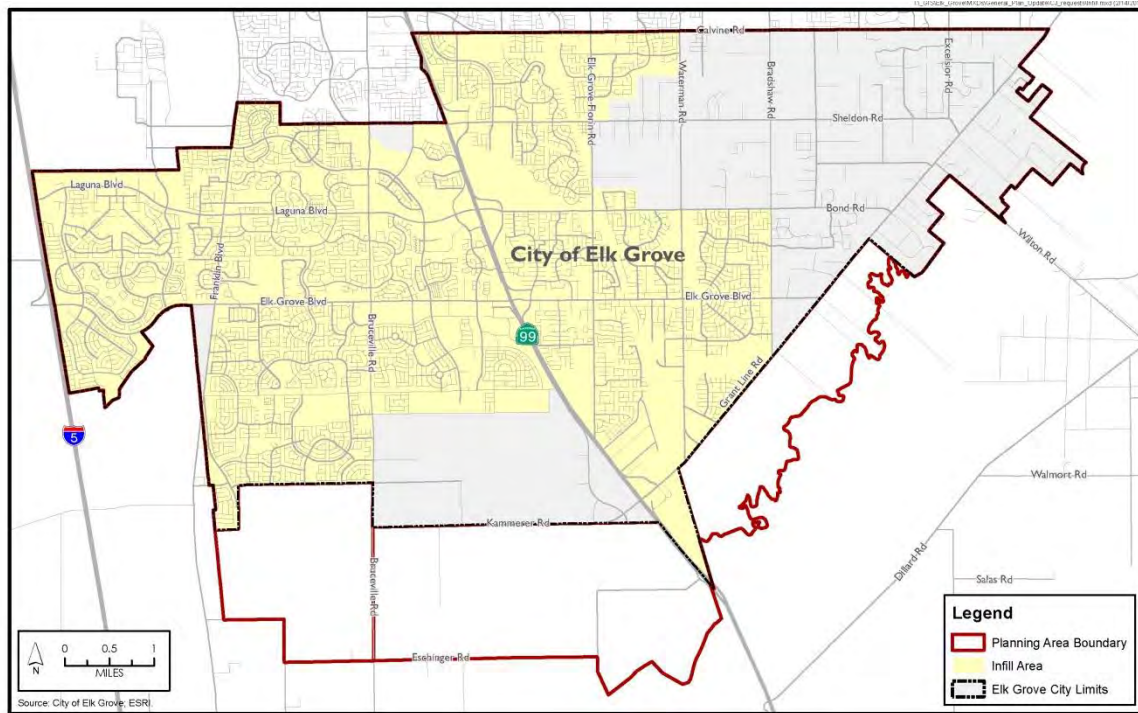
Infrastructure Policies. Policies relative to infrastructure will encourage the efficient use of available resources and promote the allocation of available and future financial resources towards infrastructure that improves the efficiency and economic feasibility of infill development.

GOAL 1: A FOCUS ON INFILL

Properties that are vacant or, in some way, underutilized and surrounded by development on multiple sides are considered to be potential Infill Sites by the City and are located within those portions of the City identified in **Figure 1**. The City supports development of these Infill Sites into economically viable projects that contribute to the overall fabric of the community. These sites can contribute space for offices, manufacturing, or light industrial employment, satisfy the retail and service needs of the surrounding neighborhood, and/or provide for the housing needs of the community.

To that end, one of the Supporting Principles of this General Plan is that *Development Fills in the Gaps*. The following policies and action items implement this Principle and further the City's goal of providing *A Focus on Infill*.

Figure 1: Areas with Potential Infill Sites



Policy 1-1: Promote a greater concentration of buildings and people along identified transit corridors, existing commercial corridors, in the civic core, and Old Town Elk Grove, and at other appropriate locations.

Action 1-1-1: Identify appropriate sites for higher density mixed-use developments and update the zoning for these sites to allow for these uses and densities.

Policy 1-2: Support new development within existing City limits through investment in public infrastructure.

Action 1-2-1: Work with utility and service providers to identify limitations in existing infrastructure and develop implementable plans (including funding strategies) to complete upgrades that support infill development.

Action 1-2-2: As part of the annual CIP update, identify relevant infrastructure improvement projects that benefit the Infill Sites likely to be developed during the planning period of the CIP.

Policy 1-3: Encourage infill development proposals to maximize intensities and densities, where feasible and appropriate.

Action 1-3-1: Update zoning and other development regulations, as appropriate, to reduce limitations and obstacles to achieving high quality development. Examples that the City may consider include, but are not limited to, a broader range of allowed uses, reduced setbacks, increased height limits, and reduced parking requirements.

- Policy 1-4:** Prioritize development in infill areas.
- Action 1-4-1: Establish appropriate incentives for development occurring within Infill Sites. For instance, incentives may be designed to target specific types of uses or activities.
- Action 1-4-2: Expedite review of applications for Infill Site projects that are consistent with the General Plan.
- Action 1-4-3: Establish infill development coordinator duties and assign such duties to the appropriate existing position. Duties would include working with neighborhoods to address land use and design issues in infill projects early in the entitlement process. Opportunities may include applicant or staff-initiated outreach, community meetings, and website updates. The City may also reach out to neighborhoods in advance of development projects to understand relevant issues and communicate these to applicants as part of the pre-application process.
- Action 1-4-4: Identify and implement mechanisms to streamline CEQA review for infill sites, such as identifying sites as Transit Priority Areas in the Metropolitan Transportation Plan and Sustainable Communities Strategy.
- Action 1-4-5: Facilitate review of applications that contribute to achieving Major Employment Center designation.
- Policy 1-5:** Require new developments to be compatible with the character of surrounding areas and neighborhoods, support increased transit use, promote pedestrian and bicycle mobility, and increase housing diversity.
- Action 1-5-1: Prepare amendments to the Citywide Design Guidelines to provide guidance for successful infill development. Involve community members, developers, architects, and other interested stakeholders in the update.

City of Elk Grove General Plan Update

Introduction of Draft Mobility Policies and Process



Introduction

The State is preparing changes to the California Environmental Quality Act (CEQA) that shift the analysis for transportation impacts from the existing standards of vehicle delay (measured as level of service, or LOS) to a metric that looks at the effect on the natural environment and more closely aligns with other recent changes in CEQA, such as impacts to air quality and greenhouse gases. In the most recent draft guidelines for implementation of Senate Bill (SB) 743 published by the State¹ (which the State has indicated closely reflect the final version that will be adopted), vehicle miles traveled (VMT) has been identified as the preferred metric for this analysis. VMT is directly linked to both greenhouse gas emissions analysis and criteria air pollutant analysis for emissions sources within the transportation sector. Reducing community-wide VMT thus represents an important component toward greenhouse gas reduction objectives identified at the State, regional, and local levels.

Reducing VMT can typically be accomplished in new development projects by placing opportunities to live and work within close proximity, efficient layout of land uses and structures, promoting transportation demand management techniques, and building effective alternative transportation infrastructure. New development projects that provide integrated land uses that meet housing, employment, and service needs allow multiple trip types to be satisfied locally, as opposed to requiring travel outside the neighborhood or City. Designing future projects to meet these characteristics is a key strategy to reduce VMT.

At the August 25, 2016, study session on the General Plan update, staff presented the topic of VMT and a number of implementation ideas. Specific within this presentation was the concept of eliminating LOS review for future projects. After discussion by the Council and Planning Commission, staff received direction to maintain LOS standards in the General Plan and include them as part of future development project analysis. The intent of this direction, as identified by the Council, was that an efficient vehicular transportation system was important to the community, provided the improvements were designed respective of the site context and character. Having further analyzed this issue, planning and legal staff have concluded that retaining LOS presents CEQA compliance concerns by setting a threshold that may be viewed as inconsistent with the new VMT standard. Therefore, staff is recommending an alternative process to ensuring roadway efficiency and safety without using LOS.

The updated General Plan will include two separate, but related, transportation policies – a VMT policy that establishes limits to be used as significance thresholds for CEQA analysis of future projects; and a roadway operations policy that promotes an efficient vehicular transportation system that reflects local context. VMT analysis will be included as part of future CEQA documents (negative declarations,

¹ Draft dated January 20, 2016

environmental impact reports). Roadway operations analysis will also be considered and could impact project design and environmental considerations.

Proposed General Plan Policies

Staff proposes that within the General Plan, the City establish a series of VMT-based transportation performance measures. These have been drafted to align with State legislation and guidelines and to implement the community's overall mobility vision. As drafted, the General Plan would establish VMT performance metrics and VMT limits for the community as a whole, for various types of land uses, and for each of the Study Areas beyond the existing (2017) City limits. These limits are designed to reduce community-wide VMT. The following are the established limits and rules:

- VMT limits by land use designation are 15% below a 2015 baseline per service population for that land use type.
- The Citywide VMT limits require land use projects in accumulation and build-out to not exceed 2015 baseline conditions.
- The Study Area VMT limits require land use projects to achieve a VMT level 15% below the baseline (2015).
- The VMT limits require transportation projects to be consistent with regional plans and not exceed the project's baseline VMT in the short-term.

While VMT has historically increased with the addition of new residents, a reduction in VMT can be achieved through a diverse land use mix that includes both employment and service uses, allowing residents to meet daily needs within a short distance of home. This reduces trip lengths, and provides improved access to alternative transportation modes (e.g., pedestrian, bicycle, transit).

As described below, discretionary development proposals will be screened by project type, size and location. Certain projects that do not meet size and location criteria may require further evaluation, and VMT reduction measures may be imposed.

Concurrent with the VMT policy, the draft Mobility policies also include a new roadway operations policy with the following two parts:

1. For roadway segments, an "Average Daily Traffic Design Target" is identified. This target describes the general targeted capacity for various types of roadway segments, based upon their lane configuration and design characteristics (design speed, access control). Based upon Average Daily Traffic projections and design characteristics of a given roadway, the target lane configuration would be selected. This data is based upon criteria in the Highway Design Manual and follows engineering best practices.
2. For roadway intersections, the City would establish a series of Design Considerations. Basically, these are concepts/evaluation metrics that provide an analysis of the operations of an intersection. For instance, it would look at pedestrian safety/crossing time, bicycle comfort, queue lengths in turn pockets, and other operational aspects.

VMT Implementation and Analysis Process

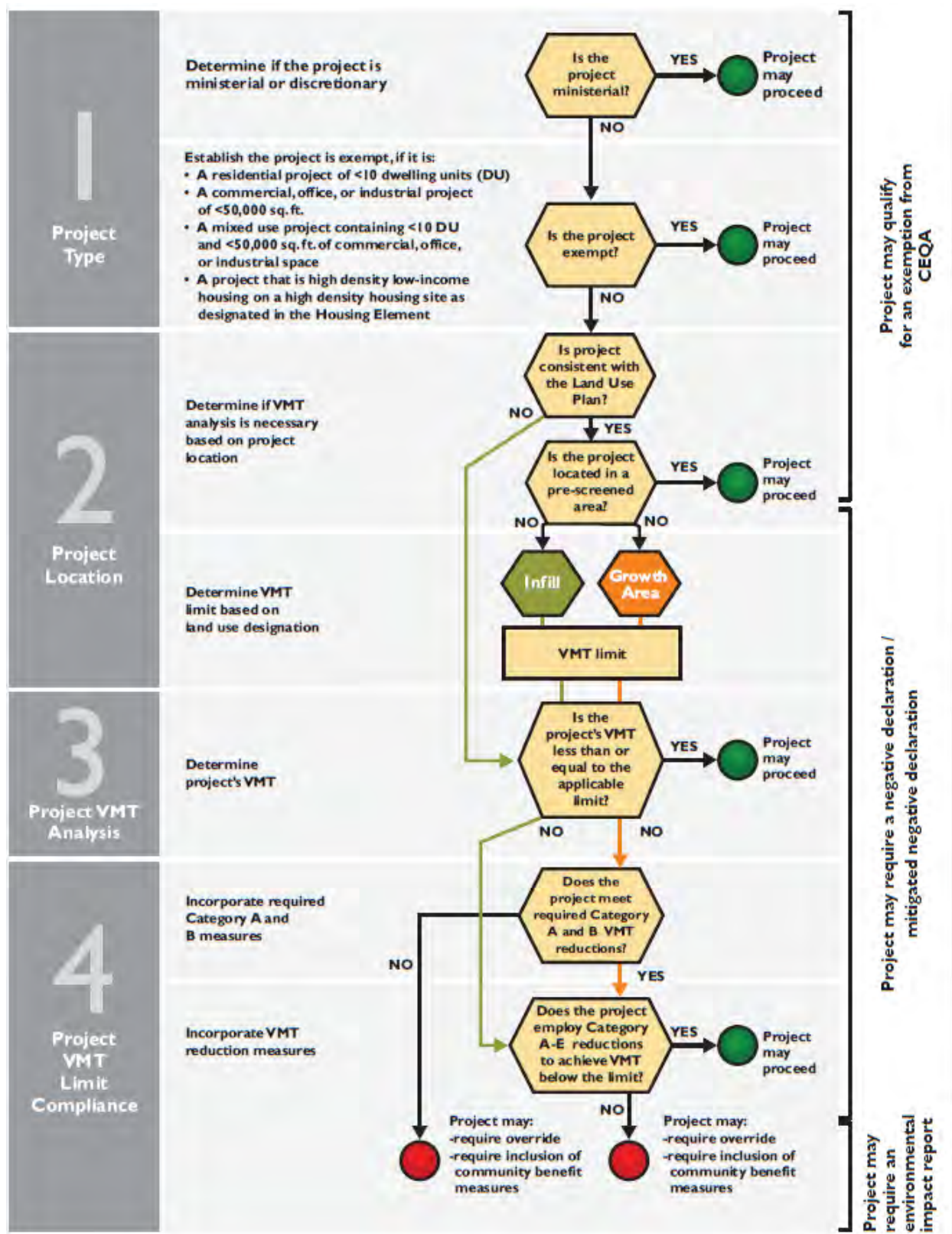
The implementation and enforcement of the VMT policies follows a different process for land use development projects and for transportation projects, as described below. Transportation projects, by

their nature, pose different VMT questions than land use projects and the VMT policy and the draft Transportation Analysis Guidelines recognize this difference.

Land Use Projects

VMT analysis for land use projects utilizes a four-step process, as shown in **Figure 1**. Simpler projects or projects with below-limit VMT will have fewer required steps, or could be considered exempt. The process for calculating and determining VMT impacts is documented in the draft Transportation Analysis Guidelines, which will ultimately replace the existing Traffic Impact Study Guidelines as part of the General Plan update.

Figure 1: Land use project VMT analysis process



The first step in the VMT analysis process is determining if the project is exempt. Ministerial projects are exempt from this process as they are exempt from CEQA.

Project scale plays a role in understanding the VMT impacts of a project. Consistent with the State's guidance, projects that are below the following thresholds and are consistent with the General Plan Land Use Plan are exempt from further analysis as the number of trips generated by these types of projects would be relatively few. Therefore, the VMT generated by these projects would be low and would not produce a substantial change in VMT.

- A residential project of less than 10 dwelling units, or
- A commercial, office, or industrial project of less than 50,000 sq. ft.

Projects with a mix of dwelling units and non-residential space are exempt only if both components meet the criteria above.

Projects that propose including high density lower-income housing on high density housing sites as designated within the housing element are also exempt from additional VMT analysis. Incorporating lower-income housing in a development project typically generates low VMT, and is identified as a potential measure to reduce VMT in the Office of Planning and Research (OPR) guidelines. Because lower-income housing is a low VMT producer (due to the nature of the travel patterns of these residents) and the City wishes to facilitate its production through streamlined permit processes, it is appropriate to exclude these kinds of projects from VMT analysis.

The next step for a land use project is to determine consistency between the project and the General Plan Land Use Plan. Projects that are inconsistent with the Land Use Plan are automatically considered inconsistent with the VMT policy and shall conduct a VMT analysis. In these cases VMT analysis should compare proposed land uses against existing conditions as well as against the adopted land uses in the Land Use Plan. A general plan amendment may be required. Projects that are consistent with the Land Plan move to the next step.

Next occurs an analysis of the project's VMT limits based on the project location. Some areas of the City already perform at a VMT level sufficiently below the reduction target such that adding new land uses, consistent with the Land Plan, would not result in VMT above the overall reduction target. As a result, infill projects in some areas may require less stringent analysis and reduction requirements than those in other areas with higher projected VMT. These location determinations would be based on a screening map prepared by the City and incorporated into the Transportation Analysis Guidelines (a draft of the current version of this map is included in the Transportation Analysis Guidelines for review). If a project is located within the designated areas and is consistent with the Land Use Plan, it would be exempt from further analysis. Based on ongoing monitoring, this map may be updated over time as land use and circulation patterns in Elk Grove change based on implementation of the General Plan. This is why the map is included in the Guidelines rather than in the General Plan.

If a project does not meet any of the above exemptions and cannot be pre-screened, a project-specific transportation analysis is required. Under this analysis, the project must show consistency with two specific VMT limits. The first is relative to the underlying General Plan land use designation. These limits were developed based on a 15% reduction from the daily VMT produced by parcels within each land use in the City in the 2015 base year. Base year VMT results will be documented in the General Plan Appendix as well as the accompanying environmental impact report (EIR). Once a project reaches this

step, its projected build-out VMT must be compared to the underlying land use designation limit. If the project's projected VMT is equal to or below the limit, it need not implement any VMT reduction measures.

If a project's VMT analysis indicates it exceeds the relevant limit, VMT reduction strategies must be identified. The City has identified several different categories of acceptable reduction strategies, which are documented in the Transportation Analysis Guidelines and discussed further below. These strategies may be updated based on need and effectiveness, which is why they are included in the Guidelines and not the General Plan. Strategies that provide reductions by optimizing project location and types of planned land uses are prioritized as a way of ensuring that the applied mitigation promotes the overall objectives of the updated General Plan.

If a project is able through application of approved VMT reduction strategies to reduce VMT below or equal to the applicable limits, it may proceed. Projects that cannot achieve VMT reductions to levels at or below the limit may be found to have significant and unavoidable transportation impacts under CEQA. Consistent with CEQA, the City may override these impacts provided some other form of community benefit is achieved by the project (see State CEQA Guidelines section 15093(a)).

Options to Reduce VMT

VMT reductions can be accomplished by optimizing the location and types of land uses in the project and its immediate vicinity and through site enhancements to roads as well as bike and pedestrian networks to encourage the use of alternative transportation modes. Mode shifts are also encouraged by implementing parking policies, transit system improvements, and trip reduction coordination or incentive programs. As detailed in the Transportation Analysis Guidelines, VMT reduction strategies are addressed in five categories:

- A. Land use/location strategies
- B. Site enhancement strategies
- C. Transit system improvement strategies
- D. Commute trip reduction strategies
- E. In-lieu fee

Under the proposed draft, the City would require that new development projects that are not infill projects first exercise all VMT reductions possible through project location and proposed land use mix and site enhancement strategies (Category A and Category B) within the project and in the immediate vicinity. Once those opportunities have been exhausted, these projects can utilize reductions in the remaining four categories (Categories C through E). Specifically, in-lieu fees and transportation demand management (TDM) programs represent appropriate reduction strategies. TDM measures can promote, for example, carpooling, vanpooling, telecommuting, transit, bicycle, flexible work hours, compressed workweeks, and parking policies/pricing structures. The VMT reduction options available in each category are detailed in the City's Transportation Analysis Guidelines.

The most effective way to achieve VMT reductions in new development areas is through master planning (e.g., specific plans, community plans). This approach enables comprehensive analysis of a range of land uses that can effectively interact and achieve VMT reductions holistically.

Baseline and VMT Calculation

The City has used regional models, including Urban Footprint and the SACMET travel demand model, to estimate VMT produced in 2015 (the latest year for which data is available) throughout the community. Based on these results, the City determined average VMT produced per service population within each land use designation. **Table 1** (which will be incorporated into the General Plan) identifies 2015 VMT levels, which will be used as the baseline for the City’s VMT target limits.

Staff has selected the VMT per service population methodology because it uses an allocation system to look at daily residential and worker VMT. First, daily home-based residential VMT per capita is calculated. This looks at all home-based auto vehicle trips, traced back to the residence of the trip-maker, including home-based work, home-based other, home-based school, and home-based shopping trips. Non-home-based trips are excluded.

Next, the home-based worker VMT per worker is calculated. This looks at all vehicle trips between home and work. Commercial vehicle trips (e.g., delivery trucks) are excluded from the analysis.

The following illustrates how this calculation is completed:

Allocation Method					
Input	Quantity	VMT	Home-Based Portion of VMT	VMT/Input	Description
Population	100	1,000	500	5.0	<--- Daily Home-Based Residential VMT per Capita
Employment	1,000	20,000	10,000	10.0	<--- Daily Home-Based Work VMT per Worker
Population and Employment	1,010	21,000	10,500	10.4	<--- Daily Home-Based Residential and Work VMT per Worker

$500/100 = 5.0$

This method allows for possible calculation from both trip-based models and activity-based and tour-based models and surveys.

Table 1: Vehicle Miles Traveled Baseline (2015) by Land Use Designation²

Land Use Designation	Average Daily VMT per Service Population
Commercial and Employment	
Community Commercial	81.4
Regional Commercial	48.1
Employment Center	14
Light Industrial/Flex	30.8
Light Industrial	49.7
Heavy Industrial	36.6
Mixed Use Land Use Designations	
Village Center Mixed Use	32
Residential Mixed Use	20.6 ¹
Public/Quasi Public and Open Space	
Parks and Open Space	0 ²
Resource Management and Conservation	0 ²
Public Services	23.5
Residential Land Use Designations	
Rural Residential	23.6
Estate Residential	18.8 ¹
Low Density Residential	14.1
Medium Density Residential	12.9
High Density Residential	9.2 ¹
Other Land Use Designations	
Agriculture	35.9

Notes:

¹ The City had limited operating land uses of this type in 2015. Therefore, the baseline 2015 VMT numbers for these land use designations were extrapolated based on most similar land uses.

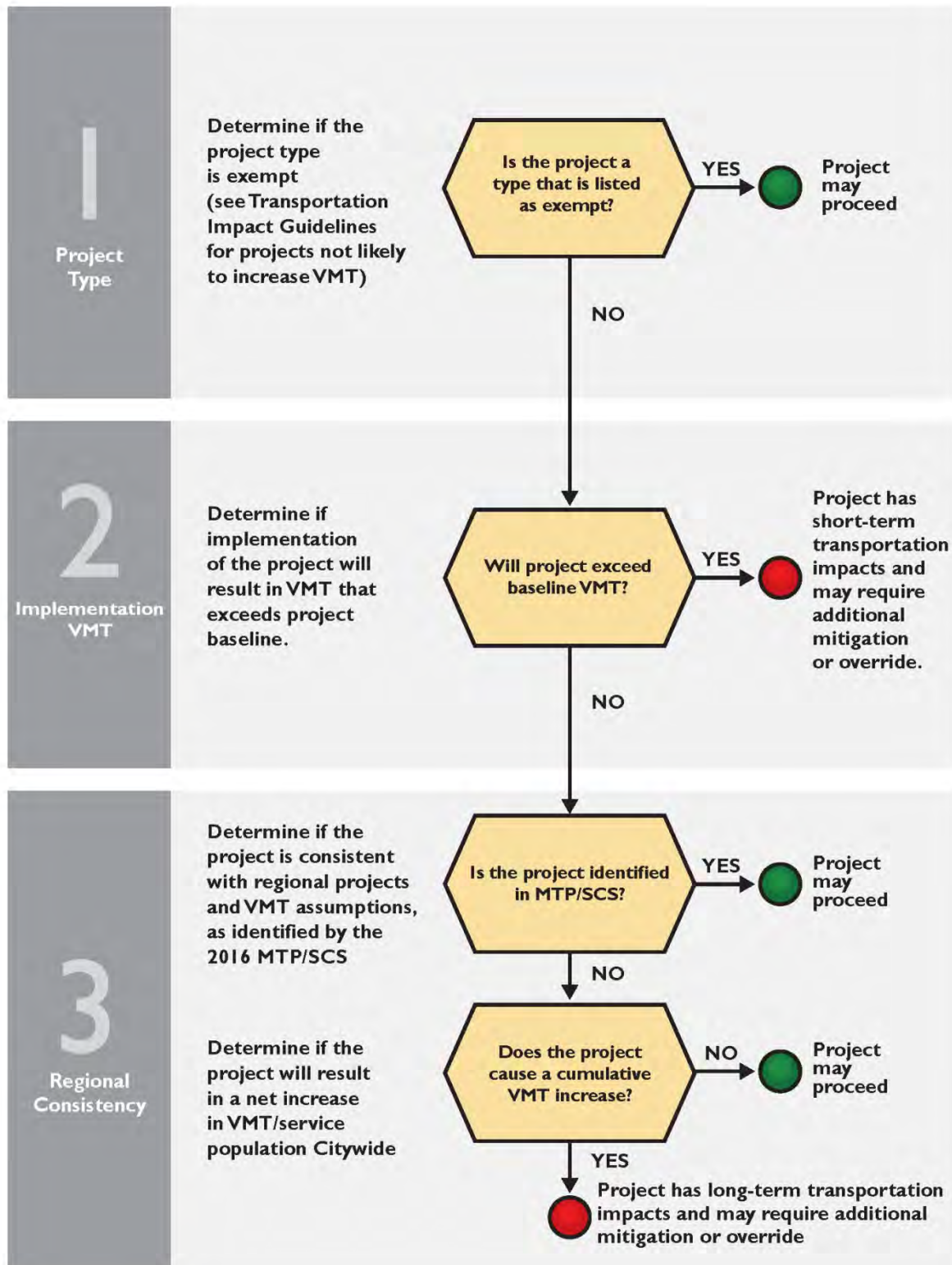
² These land use designations are not anticipated to produce significant VMT, as they have no residents and limited to no employees.

Transportation Projects

Transportation projects follow a three-step process, as shown in **Figure 2**. Projects that would not result in measurable increases in VMT are considered exempt. Such projects are identified in the Transportation Analysis Guidelines and are based on those listed on page III:27 of the OPR's Technical Advisory Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (January 2016).

² Baseline 2015 VMT averages will be updated upon completion of SACSIM modeling.

Figure 2: Transportation project VMT analysis process



Transportation projects that are not exempt must go through an analysis process that is two-fold: assessing both short-term VMT impacts and long-term VMT impacts from a regional perspective.

Short-term analysis should generally be conducted first and is required for all projects determined not to be exempt. To conduct short-term analysis, projects should use the City of Elk Grove baseline year travel forecasting model to estimate the CEQA baseline no project VMT/Service Population. Projects should not exceed baseline VMT at the time of initiation of the project. If the per service population VMT exceeds the CEQA baseline, the project may be subject to additional mitigation measures recommended by staff or may require an override, as such a project would be considered to have significant and unavoidable transportation impacts if not mitigated.

Long-term VMT analysis is only required if the project is not consistent with the current Sacramento Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). In general, transportation projects should only be proposed when they are part of the regional transportation plan, which includes a full list of anticipated projects that have been incorporated into the regional travel forecasting model. If the project is accounted for in the MTP/SCS its impacts are already accounted for within regional VMT models and assessments. However, if a project is not accurately represented in the regional travel forecasting model it is subject to an alternative analysis based against the MTP/SCS travel forecast model, or alternatively against the VMT/Service population using the ratio of City-generated VMT (using an origin-destination method) and Citywide service population.

If the project exceeds long-term VMT limits by either analysis method, the transportation project will be determined to have transportation impacts. Additional mitigation measures may be required of the project.

Projects with Prior CEQA Review

Legacy projects (those approved prior to General Plan adoption) that are still valid have been incorporated within the General Plan Land Use Plan and will be accounted for in the General Plan EIR's VMT analysis. Therefore, these projects would not require subsequent VMT analysis unless changes are proposed to the originally approved project. In cases where a development project considered after adoption of the updated General Plan proposes changes from what was previously approved, the project may be subject to VMT analysis pursuant to the process described above.

Projects located within an approved Community Plan, Specific Plan, or Special Planning Area (SPA) for which a CEQA analysis was approved or certified would likely also not require additional CEQA review. For example, a specific development application (e.g., tentative subdivision map, design review) in the Southeast Policy Area, the Laguna Ridge Specific Plan, or Lent Ranch SPA would benefit from the corresponding EIR when the development application is consistent with the General Plan as SEPA, Laguna Ridge, and Lent Ranch have been incorporated into the General Plan. In the case of a change to a Community Plan, Specific Plan, or SPA, the VMT analysis may consider the entirety of the Community, Specific Plan, or SPA as the basis for the analysis, taking advantage of benefits provided from the mix of uses, trails, and other transportation modes present in the underlying plan.

Roadway Operations and Sizing

As stated, the General Plan will include a policy regarding roadway efficiency; however, the efficiency of the roadway network will no longer be measured through LOS. Rather, the policy has been restructured to evaluate a range of metrics including vehicular capacity, intersection delay, pedestrian and bicycle safety and stress levels, the cost of constructing and maintaining the improvements, and the character and context of the surrounding environment. This approach is much more subjective than a traditional LOS grade. The metrics included in the draft policy are identified as targets to guide decision making. Ultimately, the City Council may approve deviations from the targets based upon any of the relevant factors.

Staff has completed a preliminary analysis of the City's roadway system, looking at the potential lane configurations of various segments. This analysis is based upon Alternative B and Scenario 2 and will be adjusted based upon the land use and policy direction of the City Council. The map included in this draft illustrates staff's recommended roadway sizing diagram, which accomplishes the following:

- Maintains 2-lane roads within the Sheldon Rural Area
- Maintains a 2-lane Elk Grove Boulevard through Old Town
- Targets lane reductions and "road diets" along select corridors for potential on-street bicycle (Class 2) and off-street trail improvements. Examples include but are not limited to:
 - Bruceville Road south of Laguna Boulevard
 - Harbour Point
 - Elk Grove Boulevard east of Waterman

In making these recommendations, staff analyzed six different scenarios, which are described below and demonstrated in the attached table:

1. Kammerer Road with existing lane configuration – This scenario maintains as much of the roadway network within the design capacity target. It leaves the lane configuration of Kammerer Road, though, as currently defined, resulting in a performance decrease (it no longer performs as a true expressway).
2. Kammerer Road as Expressway - This scenario is similar to scenario 1; however, Kammerer Road is maintained as an expressway after development of the Study Areas.
3. Scenario 2 with Eschinger Interchange – This scenario maintains Kammerer as an expressway and also includes some reconfiguration of the interchange at SR-99 and Eschinger Road in order to maintain operational efficiencies due to the level of development in Study Areas 2 and 3.
4. Scenario 2 with 2-Lane Rural Roads – Under this scenario, the existing character of the Sheldon Rural Area roads are maintained (e.g., 2-lane roads). Otherwise, it is based on Scenario 2.
5. Road Diets – This scenario is based on scenario 4 but also puts several roadways on a diet in order to add some bicycle and pedestrian improvements (see list above in staff recommendation).
6. Road Diets + Eschinger Interchange – This scenario is the same as scenario 5 but adds the Eschinger interchange. This is staff's recommended scenario.

City of Elk Grove General Plan Update

Draft Mobility Policies



The following represents a portion of the mobility policies to be included in the updated General Plan. This excerpt highlights only the roadway performance and Vehicle Miles Traveled (VMT) policies, which implement forthcoming changes to the California Environmental Quality Act (CEQA). Other policies relative to transit, active transportation (e.g., bicycles, pedestrians), goods movement, complete streets, and interagency coordination will be included in the complete draft document at a later date.

*Existing General Plan policies that are carried forward to this draft are highlighted with an **E**. This is not a complete list of existing policies that will carry forward.*

GOAL 1: A CONNECTED TRANSPORTATION NETWORK THAT PROVIDES FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS ACROSS ALL MODES WHILE ACCOUNTING FOR THE ENVIRONMENTAL EFFECTS OF THOSE SYSTEMS.

Policy 1-1: Implement the Circulation Plan with the Roadway System and Sizing Diagram, shown as **Figure M-1**.

Action 1-1-1: E { Where a development project is required to perform new roadway construction or road widening, the entire roadway shall be completed to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer

Policy 1-2: Circulation planning shall consider all modes (e.g., automobile, transit, pedestrian, bicycle) and the overall mobility of these travel modes when evaluating transportation design and potential impacts.

Policy 1-3: The City desires a robust and efficient roadway network that provides access to properties in a safe and convenient manner while also balancing with the tangible and financial implications of these improvements. Factors included in this balance include, but are not limited to, the role and function of the subject roadway(s), availability and comfort level with available pedestrian and bicycle facilities (to the extent applicable), character of the surrounding area, and the cost to complete the improvement and ongoing maintenance obligations.

The Roadway System and Sizing Diagram (shown in **Figure M-1** and as discussed in Policy 1-1) reflects the implementation of this 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 provided by the Roadway System and Sizing Diagram.

E { The City acknowledges that the Capital SouthEast Connector has identified specific efficiency standards for certain segments. The City will strive to achieve these standards to the extent feasible and will work with the JPA as necessary.

To facilitate this analysis, the City shall use the following guidelines or targets. Deviations from these metrics may be approved by the approving authority (whether Planning Commission or City Council). These targets shall be laudatory goals but shall not be mandated performance standards.

- A. **Vehicular Design Considerations** – The following targets apply to vehicular mobility:
 - 1. **Intersection Performance** – Generally, and except as otherwise determined by the City Council or as provided in this General Plan, the City will seek to achieve the peak hour delay target identified in **Table 1**.

Table 1: Vehicular Design Considerations: Intersection Performance Targets

Intersection Control	Peak Hour Delay Design Target [seconds/vehicle]
Stop (Side-Street & All-Way)	< 35.1
Signal	< 55.1
Roundabout	< 35.1

- 2. **Roadway Performance** – Generally, and except as otherwise determined by the approving authority (whether Planning Commission or City Council) or as provided in this General Plan, the City will seek to achieve the average daily traffic design target identified in **Table 2**. These targets shall be laudatory goals but shall not be mandated performance standards.

Table 2: Vehicular Design Considerations: Segment Performance Targets

Facility Type	Number of Lanes	Median	Speed	Average Daily Traffic Design Target
Arterial	2	No	25	13,600
			30	14,600
			35	15,700
			40	16,600
			45	17,700
			55	18,600
	4	Yes	25	14,300
			30	15,400
			35	16,500
			40	17,500
			45	18,600
			55	19,600
4	No	30	29,800	

Facility Type	Number of Lanes	Median	Speed	Average Daily Traffic Design Target
			35	31,600
			40	33,500
			45	35,300
	4	Yes	30	31,400
			35	33,300
			40	35,300
	5	Yes	45	45,600
			30	46,400
	6	Yes	35	48,900
			40	51,500
			45	54,000
	7	Yes	45	59,400
	8	Yes	45	64,800
			55	72,000
Expressway	4	Yes	55	64,800
	6	Yes	55	97,200
Freeway	4	Yes	55+	74,400
	6	Yes	55+	111,600
	8	Yes	55+	148,800

- 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.

Action 1-3-1: The City shall update its guidelines for the preparation of transportation analyses for consistency with this policy. As part of the guidelines, the City shall:

- Identify appropriate methodologies for calculating intersection and roadway performance.
- Identify appropriate methodologies for calculating pedestrian and bicycle performance and stress scores.

Policy 1-4: The City desires to achieve a reduction in the travel distances of automobile trips, referred to as Vehicle Miles Traveled (VMT). Reductions in VMT can be accomplished through a combination of land use and mobility actions. To reduce VMT, the City has established 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 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 finding of overriding consideration and mitigation

of transportation impacts to the extent feasible, provided some other form of community benefit is achieved by the project.

- A. **New Development** – Any new land use plans (and 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 following land use and cumulative VMT limits is required:

1. **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 underlying land use designation, as shown in **Table 3**, which incorporates the 15 percent reduction:

Table 3: 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	69.2
Regional Commercial	40.9
Employment Center	11.9
Light Industrial/Flex	26.2
Light Industrial	42.2
Heavy Industrial	31.1
Mixed Use Land Use Designations	
Village Center Mixed Use	27.2
Residential Mixed Use	17.5
Public/Quasi Public and Open Space Land Use Designations	
Parks and Open Space	0 ¹
Resource Management and Conservation	0 ¹
Public Services	20
Residential Land Use Designations	
Rural Residential	20.1
Estate Residential	18
Low Density Residential	12
Medium Density Residential	10.9
High Density Residential	7.8
Other Land Use Designations	
Agriculture	30.5

Notes:

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

2. **Cumulative for Development Projects within the Existing City (2017)** – Development projects located within the existing (2017) City limits shall demonstrate that cumulative VMT would be equal to or less than the established Citywide limit of 5,565,587 VMT (total daily VMT), which incorporates the 15 percent reduction.
3. **Cumulative for Development Projects within Growth Areas** – Development projects located within 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 4**, which incorporates the 15 percent reduction.

Table 4: Study Area Total Vehicle Miles Traveled Limits

Study Area	VMT Limit (total VMT at buildout)
East Study Area	342,855
South Study Area	1,219,516
West Study Area	550,040

Transportation projects that are exempt from these requirements because they are not likely to lead to a substantial or measurable increase in VMT are listed in the Transportation Analysis Guidelines.

B. Transportation Projects – Transportation projects likely to lead to a substantial or measurable increase in VMT shall:

1. **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.
2. **Be consistent with the regional projections and plans.** The project shall be specifically referenced or listed in the MTP/SCS and accurately represented in the regional travel forecasting model. Qualifying transportation projects that are not consistent with the region’s MTP/SCS shall also demonstrate that the cumulative VMT effect does not increase regional VMT per service population.

Action 1-4-1: The City shall prepare and regularly update guidelines for the preparation of transportation impact analysis for consistency with this policy. As part of the guidelines, the City shall:

- Identify appropriate methodologies for calculating VMT for both land use and transportation projects,
- Monitor Citywide VMT and identify areas of the City that may be exempt from subsequent analysis, and
- Monitor the effectiveness of VMT reduction strategies and update a list of appropriate strategies on an ongoing basis.

Transportation Analysis Guidelines

The following is an excerpt of the new Transportation Analysis Guidelines, which will replace the current Traffic Impact Analysis Guidelines. This excerpt addresses when a VMT analysis is required (consistent with the draft General Plan policies) and how this analysis is to be conducted. The final draft Transportation Analysis Guidelines will address the following additional topics:

- *Roadway segment capacity analysis*
- *Roadway intersection delay analysis*
- *Multimodal transportation analysis (when required and how to complete), which will often assist in identifying feasible mitigation to potential VMT impacts, as well as addressing consistency with other General Plan policies related to pedestrian, bicycle, and transit.*

This document also include some preliminary information regarding pedestrian and bicycle stress analysis, which will be expanded in the final document.

Vehicle Miles Traveled (VMT) Analysis

Background

Vehicle miles traveled, or VMT, is a meaningful metric for measuring transportation impacts on the natural environment. It considers the number of miles traveled by motor vehicles that are generated by or attracted to a project. VMT captures both motorized trip generation rates and trip length. This allows for an accounting of both the effects of a project's features and its surroundings, as well as its location within the region. VMT considers only motor vehicle trips and excludes trips by other modes. Therefore, the benefits of transit and active transportation trips are captured through reductions in VMT.

The City, consistent with changes in State law, requires the analysis of VMT as part of environmental reviews under the California Environmental Quality Act (CEQA). To this end, the City has established VMT-based transportation performance analysis guidelines for both new development projects requiring discretionary approval and transportation projects. New land use plans or development projects must demonstrate that VMT produced by the proposed project does not exceed established VMT limits for the applicable land use designation. Limits are determined as a 15 percent reduction from 2015 VMT in the City by land use designation, as recommended by the State. The VMT limits ensure the City is meeting local greenhouse gas emissions goals and State requirements (Senate Bill (SB) 743) for conducting transportation impact analysis as part of CEQA compliance.

New land use plans or development projects within the planning area must also demonstrate that VMT produced by the proposed project, in accumulation with other existing and planned projects, does not exceed established VMT limits for the City as a whole or for the applicable Study Area. Citywide and Study Area limits are based on 2015 baseline daily VMT.

Transportation projects that are likely to lead to a substantial or

Transportation projects that are not likely to lead to a substantial or measurable increase in VMT and will not be subject to analysis requirements are detailed in the Project Type and Exemptions section.

measurable increase in VMT must demonstrate that: (a) the VMT effect of the project does not exceed baseline conditions, and (b) the project is consistent with regional projections and plans (i.e., the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)). Projects likely to be exempt are described on page 9.

These guidelines were prepared to ensure that analyses are consistent, comprehensive, and provide decision-makers with adequate information to quantify impacts of development on the City's transportation system.

Vehicle Miles Traveled Goal

The City has established VMT limits for projects which are designed to achieve a 15 percent reduction in VMT below a 2015 baseline for new land use development. The VMT limits are established at the Citywide or Study Area level as well as the land use designation level underlying the project.

The City has also established VMT limits for new transportation projects to not exceed project baseline VMT and to be consistent with regional VMT forecasts and transportation plans. Transportation projects in Elk Grove that are identified within the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) are considered to be regionally consistent.

Projects with VMT less than or equal to the established limits may be found to have less than significant transportation impacts under CEQA. Projects with VMT exceeding the established limits that are unable to reduce VMT through reduction strategies identified below:

1. May be required by the City to demonstrate clear community benefit, within the context of the General Plan; and/or
2. May be found to have significant and unavoidable transportation impacts, requiring the City to adopt a statement of overriding considerations. Projects would be required to mitigate transportation impacts to the extent feasible.

Baseline and VMT Calculation

The City has selected the VMT per service population methodology as the basis for VMT analysis. This methodology was selected because it uses an allocation system to consider daily residential and worker VMT. First, daily home-based residential VMT per capita is calculated. This considers all home-based auto vehicle trips, traced back to the residence of the trip-maker, including home-based work, home-based other, home-based school, and home-based shopping trips. Non-home-based trips are excluded.

Next, the home-based worker VMT per worker is calculated. This looks at all vehicle trips between home and work. Commercial vehicle trips (e.g., delivery trucks) are excluded from the analysis.

The following illustrates how this calculation is completed:

Allocation Method					
Input	Quantity	VMT	Home-Based Portion of VMT	VMT/Input	Description
Population	100	1,000	500	5.0	<--- Daily Home-Based Residential VMT per Capita
Employment	1,000	20,000	10,000	10.0	<--- Daily Home-Based Work VMT per Worker
Population and Employment	1,010	21,000	10,500	10.4	<--- Daily Home-Based Residential and Work VMT per Worker

$500/100 = 5.0$

This method allows for possible calculation from both trip-based models and activity-based and tour-based models and surveys.

The City has used regional models, including Urban Footprint and the SACMET travel demand model, to estimate VMT produced in 2015 throughout the community. Based on these results, the City has determined average VMT produced per service population within each land use designation. This data has been incorporated into the VMT policy established in the General Plan.

VMT Analysis Requirements

When required, a VMT analysis shall be prepared by a qualified transportation consultant, as determined by the City. The consultant shall prepare and submit a scope of services acceptable to the Public Works Director. The scope shall include a discussion of analysis methodology, typically using SACOG’s SACSIM model or a similar approach. Work on the study shall not commence until a written Notice to Proceed is received from the Development Services Department. For studies to be included in environmental documents, the scope shall also:

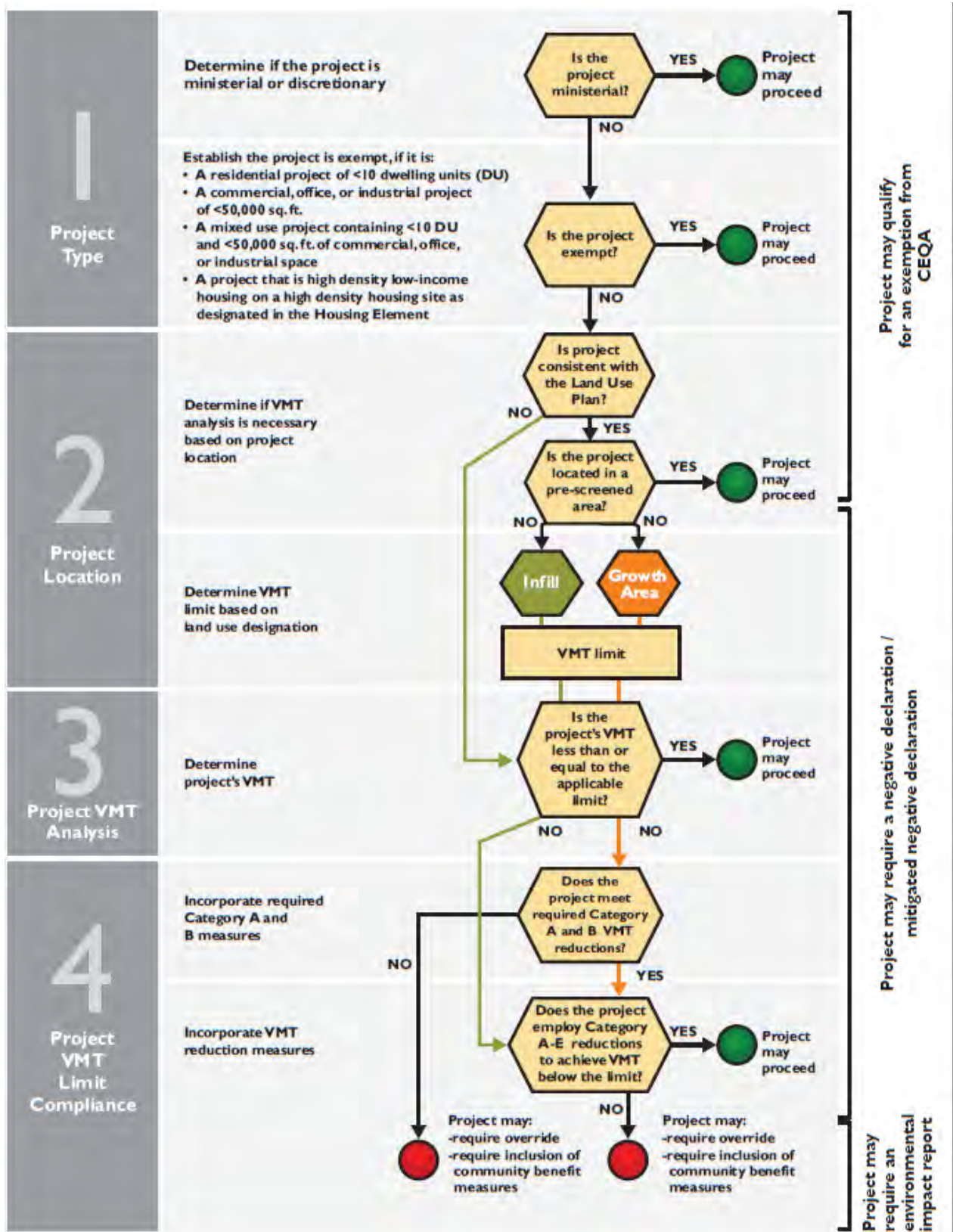
- Identify project location, appropriate VMT metrics, and analysis procedure.
- Identify available VMT reduction strategies by category.
- Identify scenarios and alternatives necessary for environmental documentation.
- Include efforts and documentation for public outreach.
- Identify key entities whose review is required.

VMT analysis shall also include, to the greatest extent feasible, analysis of all conditions of approval requiring additional improvements (e.g., roadway widening, additional transit or transportation facilities) or project redesign (e.g., increase in density or intensity, additional project amenities). Revisions to the VMT analysis may be necessary to address such conditions of approval for evaluation of potential impacts prior to project approval.

Land Use Project Analysis

The following describes the VMT analysis process for land use projects. This process is summarized in the flow chart in Figure 1.

Figure 1: Land use project VMT analysis process



Project Type and Exemptions

The City has established specific limits on VMT allowable for each land use project by General Plan land use designation as well as Citywide limits and limits within each Study Area. The City's Development Services Department will conduct an initial assessment of each project based on the project description and proposed uses. Projects that are inconsistent with the General Plan Land Use Plan for the site must conduct a VMT analysis.

A VMT analysis shall also be required as part of the project review process if it is determined that the project is anticipated to meet **any** of the following criteria:

- Transit (e.g., establishing new routes or services or modifying existing routes or services).
- Addition of active transportation improvements (e.g., new trail segments), like on-street bike lanes and shoulder improvements to improve conditions for cyclists.
- Addition of roadway capacity on local and collector roadways provided the project substantially improves conditions for pedestrians, cyclists, and transit (as applicable).
- Rehabilitation, maintenance, replacement, and repair projects that do not add additional roadway capacity.
- Installation, removal, or modification of turn lanes.
- Installation, removal, or modification of traffic control devices, including wayfinding and traffic signal priority systems.
- Traffic signal optimization to improve vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts.
- Installation or modification of traffic calming devices.
- Lane reductions (i.e., road diets”).
- Any lane addition, including auxiliary lanes under 0.3 miles in length.
- Removal of off-street parking and addition, adoption or modification of parking devices and management strategies.
- Safety improvements, including roadway shoulder enhancements and auxiliary lanes under one mile, and grade separations for rail, transit, pedestrian, and bicycle facilities.
- Is located outside pre-screened areas on the VMT Screening Map [**Figure 2**]

Notwithstanding these provisions, the Public Works Director may determine that a VMT analysis is required for any discretionary project where substantial evidence indicates the project is likely to result in substantial VMT.

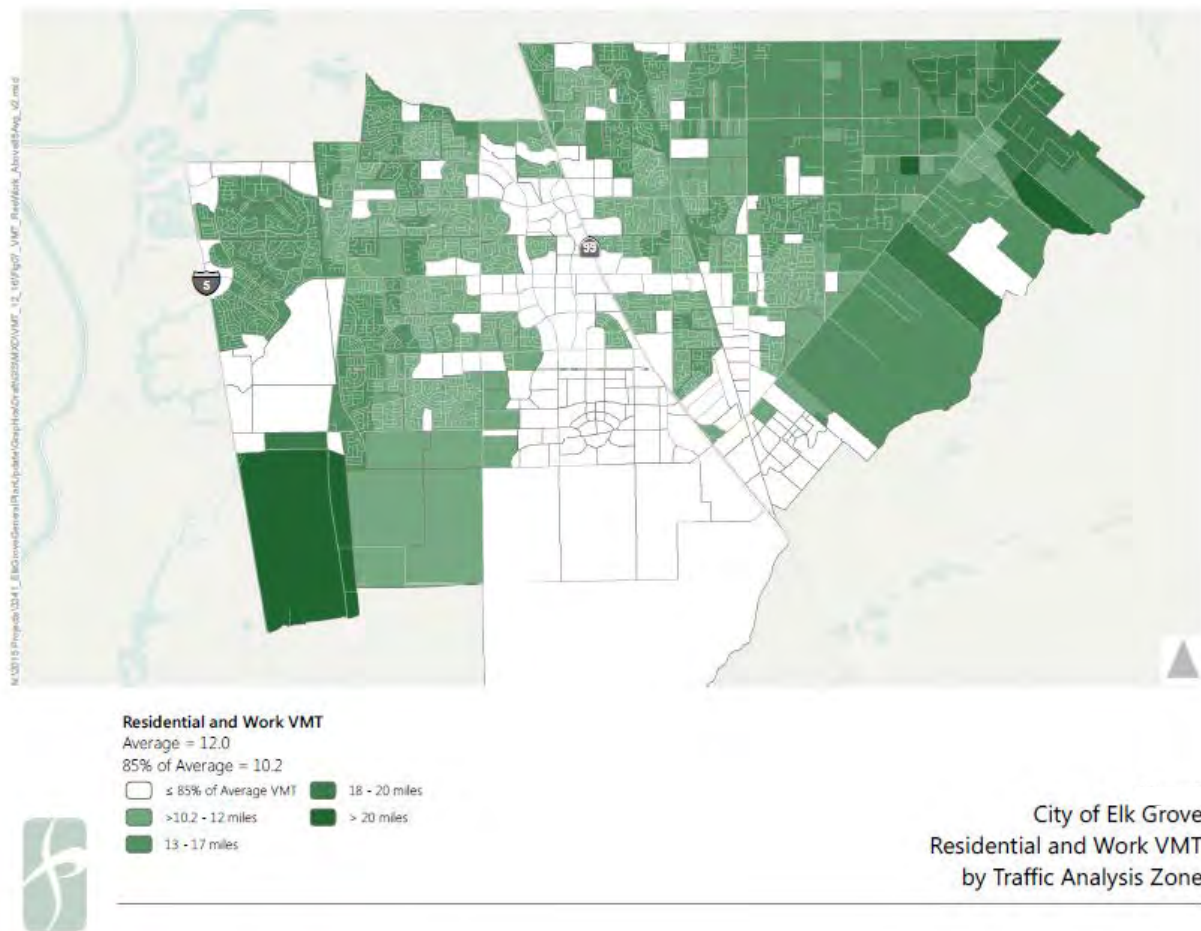
Land use projects must show consistency with the General Plan Land Use Plan. Projects that are inconsistent with the Land Use Plan are automatically considered inconsistent with the VMT policy and shall conduct a VMT analysis. Projects that are consistent with the Land Use Plan move to the next step.

All existing and proposed land uses within the primary influence area of the proposed development are to be evaluated to identify project daily VMT. The primary influence area includes the areas that directly impact projected home-based auto trips of the proposed development. Each general plan land use designation, as well as the City as a whole and each Study Area has a specific VMT limit. Land use designation limits apply directly to each project, while Citywide and Study Area limits must be considered by the project consultant in a cumulative analysis along with other existing and likely projects in the Study Area at build-out.

The VMT Screening Map (**Figure 2**) identifies areas in the City that are exempt from VMT analysis. These include sites that have been pre-screened through Citywide VMT analysis. Pre-screened areas are shown in white and have been determined to result in 15 percent or below the average service population VMT established for that land use designation if built to the specifications of the Land Use Plan. The map was developed using an allocation method. It incorporates daily home-based residential VMT per capita, including all home-based auto vehicle trips traced back to the residence of the trip-maker, and daily home-based VMT per employee, including commute trips from within and outside of the City.

Areas shown in green on the screening map have not been pre-screened, based on analysis indicating that daily home-based residential and worker VMT will likely exceed the 15 percent below baseline limit unless reduction strategies are employed. Projects not pre-screened must proceed to VMT analysis.

Figure 2: Land Use Project VMT Screening Map



Project VMT Analysis

The project’s total daily VMT should be evaluated against the underlying General Plan Land Use Designation limit of VMT per service population and Citywide (or Study Area) limit of total daily VMT (see **Table 1**). VMT analysis methods should be consistent with those employed by SACOG’s SACSIM model and calculate daily home-based residential VMT per capita and the home-based worker VMT per worker.

Table 1: Vehicle Miles Traveled Metrics

Metric	Description	Purpose
Total Daily VMT	Sum of all daily vehicle miles traveled produced by all uses within the City or applicable Study Area.	Assessing a project against Citywide or Study Area total limits.
VMT per Service Population	Sum of all vehicle miles traveled produced by uses in the applicable land use designation, divided by the sum of total employees working within the assessed area and dwelling units in the assessed area.	Assessing a project against land use designation limits.

VMT analysis must be submitted to and approved by the Public Works Director. If the Public Works Director determines the project's daily VMT is at or below the established limits, no further analysis or VMT reduction measures are required. The project may proceed, and may require a negative declaration based on less than significant transportation impacts.

Project VMT Limit Compliance

If the Public Works Director determines the project's daily VMT for the underlying land use designation is above the established limits, the VMT study shall be augmented to identify VMT reduction strategies, drawn from the accepted categories shown in **Table 2**, and associated VMT reductions to achieve daily values below the established limit. Infill projects may use any category of reduction strategies. Projects within the growth areas must incorporate the highest available reductions through Category A and/or Category B reduction strategies first (as determined by the City) before utilizing strategies in other categories.

Table 2: Vehicle Miles Traveled Reduction Strategies

Category	Description
A Land Use/ Location	Land use-related components such as project density, location, and efficiency related to other housing and jobs; and diversity of uses within the project. Also includes access and proximity to destinations, transit stations, and active transportation infrastructure.
B Site Enhancement	Establishing or connecting to a pedestrian/bike network; traffic calming within and in proximity to the project; car sharing programs; shuttle programs.
C Transit System Improvement ¹	Improvements to the transit system including reach expansion, service frequency, types of transit, access to stations, station safety and quality, parking (park-and-ride) and bike access (to transit itself and parking), last-mile connections.
D Commute Trip Reduction ¹	<u>For residential:</u> transit fare subsidies, education/training of alternatives, rideshare programs, shuttle programs, bike share programs <u>For employer sites:</u> transit fare subsidies, parking cash-outs, paid parking, alternative work schedules/telecommute, education/training of alternatives, rideshare programs, shuttle programs, bike share programs, end of trip facilities

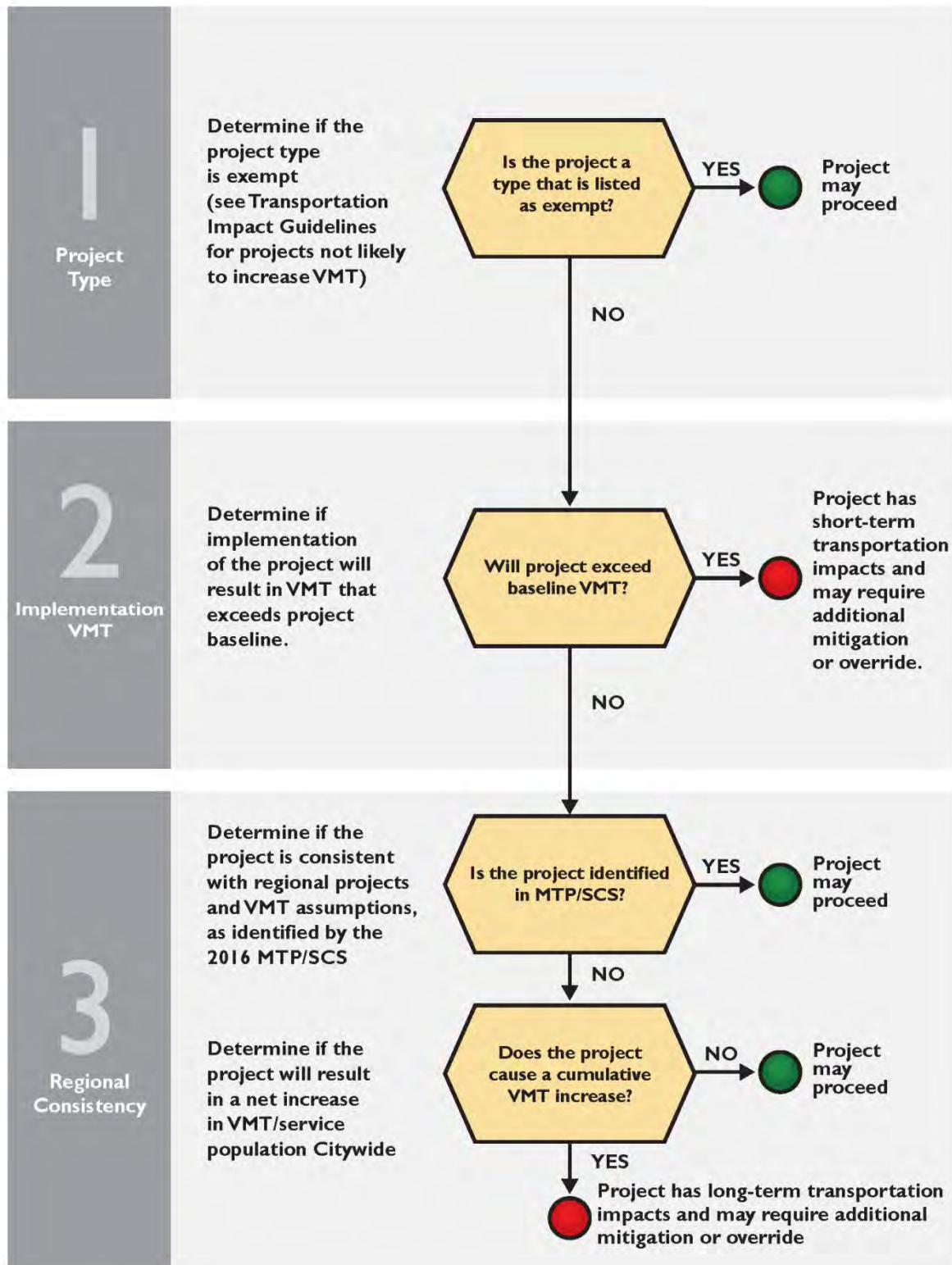
E In-Lieu Fee	A fee is levied that is used to provide non-vehicular transportation services that connect project residents to areas of employment or vice versa. This service may be provided by the project applicant in cooperation with major employers.
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Notes:¹ Can be achieved through TDM program measures.

Transportation Project Analysis

The following describes the VMT analysis process for transportation projects. This process is summarized in the flow chart in **Figure 3**.

Figure 3: Transportation project VMT analysis process



Project Type and Exemptions

Projects that are not likely to lead to a substantial or measurable increase in VMT include, but are not limited to, the following¹:

- Transit (e.g., establishing new routes or services or modifying existing routes or services).
- Addition of active transportation improvements (e.g., new trail segments), like on-street bike lanes and shoulder improvements to improve conditions for cyclists.
- Addition of roadway capacity on local and collector roadways provided the project substantially improves conditions for pedestrians, cyclists, and transit (as applicable).
- Rehabilitation, maintenance, replacement, and repair projects that do not add additional roadway capacity.
- Installation, removal, or modification of turn lanes.
- Installation, removal, or modification of traffic control devices, including wayfinding and traffic signal priority systems.
- Traffic signal optimization to improve vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts.
- Installation or modification of traffic calming devices.
- Lane reductions (i.e., road diets”).
- Any lane addition, including auxiliary lanes under 0.3 miles in length.
- Removal of off-street parking and addition, adoption or modification of parking devices and management strategies.
- Safety improvements, including roadway shoulder enhancements and auxiliary lanes under one mile, and grade separations for rail, transit, pedestrian, and bicycle facilities.

The City shall conduct an initial assessment of each project to determine if the proposed project is likely to substantially increase VMT, as determined by the Public Works Director, and would therefore require VMT analysis.

Project VMT Analysis

Short-term analysis is required for all projects determined not to be exempt. To conduct short-term analysis, projects should use the City of Elk Grove base year travel forecasting model to estimate the CEQA baseline no project VMT/Service Population, as follows:

1. Add the transportation project to the base year travel forecasting model to estimate the CEQA baseline plus project VMT/Service Population.
2. Provide the City with a comparison of project VMT estimates to the VMT policy limits to determine if the addition of the transportation project would result in a short-term transportation impact.

Long-term VMT analysis is only required if the project is not consistent with the current Sacramento Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The City shall review and determine if the project is specifically referenced or listed in the MTP/SCS and accurately

¹ OPR provides a more detailed list of project types that the State anticipates would not result in increased VMT in the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (January 2016)*. Applicants may find this discussion helpful in determining which types of projects to pursue.

represented in the regional travel forecasting model. If the project is not listed, the City shall conduct long-term VMT analysis using one of two methods.

1. Use the current MTP/SCS travel forecasting model to estimate the cumulative no project VMT/Service Population. Add the transportation project to the base year travel forecasting model to estimate the cumulative plus project VMT/Service Population. Compare VMT estimates to the VMT policy limits to determine if the addition of the transportation project would result in a long-term transportation impact.
2. Calculate VMT/Service population using the ratio of City-generated VMT (using an origin-destination method) and Citywide service population. If the project would result in a net increase of VMT/Service Population, the project may have a long-term transportation impact.

Project VMT Limit Compliance

If the City determines that the project exceeds short-term or long-term VMT limits, the transportation project shall be determined to have transportation impacts. Additional mitigation measures may be required of the project. Possible mitigation measures may include the following:

- Addition of Class 1, Class 2, or Class 4 bicycle lanes
- Addition of sidewalks or other pedestrian improvements
- Incorporation of transit-related improvements

Pedestrian Streetscore Level of Traffic Stress (LTS)

The Pedestrian LTS² refers to the pedestrian comfort associated with a roadway or intersection. Roadway segments and intersection approaches receive individual scores based on different considerations. The following factors are considered in developing the Pedestrian Streetscore+ for roadways and intersections:

<u>Roadways</u>	<u>Intersections</u>
Usable sidewalk space	Crossing distance
Driveways	Accessibility
Pedestrian-scale lighting	Channelized right-turns
Street trees and landscaping	Leading pedestrian intervals (LPIs) and pedestrian scrambles
Speed	
Sidewalk quality	
Number of travel lanes	
Heavy vehicle volumes	
Crosswalk frequency	

The Pedestrian Streetscore LTS uses scale that ranges from 1 to 4, with 1 being the least stressful and 4 being the most stressful.

Table 3: Pedestrian Streetscore LTS

Streetscore LTS	Description
1	Highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. These streets provide an ideal “pedestrian-friendly” environment.
2	Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of a “pedestrian-friendly” environment where it intersects with a more auto-oriented roadway or other environmental constraints.
3	Walking is uncomfortable but possible. Minimum sidewalk and crossing facilities may be present, but barriers are present that make the walking experience uninviting and uncomfortable.
4	Walking is a barrier and is very uncomfortable or even impossible. Streets have limited or no accommodation for pedestrians and are inhospitable and possibly unsafe environment for pedestrians.

² The Pedestrian LTS methodology builds on Mekuria, Furth, and Nixon’s 2012 *Low Stress Bicycling and Network Connectivity* report and LTS methodology with a corresponding index for pedestrian comfort. A tool to evaluate Pedestrian and Bicycle LTS called Streetscore+ was developed by Fehr & Peers and includes recommended parameters for the pedestrian environment provided by the NACTO Urban Streets Design Guide (USDG) and additional considerations of comfort informed by practitioner and best practice experience.

Bicycle Streetscore Level of Traffic Stress (LTS)

Bicycle LTS ³ refers to the comfort associated with roadways, or the mental ease people experience riding on them. Factors influencing LTS include:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bike lanes
- Width of bike lanes
- Presence of physical barrier

Recent research has correlated these different bicycle riders with the level of “traffic stress” they are willing to experience while cycling. Bicycle LTS uses scale that ranges from 1 to 4, with 1 being the least stressful and 4 being the most stressful.

Table 4: Bicycle Streetscore LTS

Streetscore LTS	Description
1	Most children and elderly riders can tolerate this level of stress and feel safe and comfortable. LTS 1 roadways typically require more separation from traffic.
2	This is the highest level of stress that the mainstream adult population will tolerate while still feeling safe.
3	Bicyclists who are considered “enthused and confident” but still prefer having their own dedicated space for riding will tolerate this level of stress and feel safe while bicycling.
4	For bicyclists, this is tolerated only by those characterized as “strong and fearless,” which comprises a small percentage of the population. These roadways have high speed limits, multiple travel lanes, limited or non-existent bike lanes and signage, and large distances to cross at intersections.

Bicycle riders vary in experience, skill, ability, and confidence. As such, they rely on the bikeway system to cater to their specific needs and abilities. Some cyclists are more comfortable riding in traffic and value bikeways and routes that are direct and limit unnecessary delay. They more comfortably utilize facilities that share the roadway with automobiles or have limited bicycle infrastructure. People with

³ Mekuria, Maaza C., Peter G. Furth, and Hilary Nixon, (2012). *Low-Stress Bicycling and Network Connectivity*. San Jose, California: Mineta Transportation Institute. The criteria establish a “weakest link” approach, as roadways are classified based on their segments with the highest level of traffic stress, assuming that only those that are comfortable riding under the higher stress would travel on that road.

limited bicycling confidence and lower or developing skill levels such as children and older adult riders may desire more separation from traffic to feel comfortable enough to ride.

Roadway Sizing

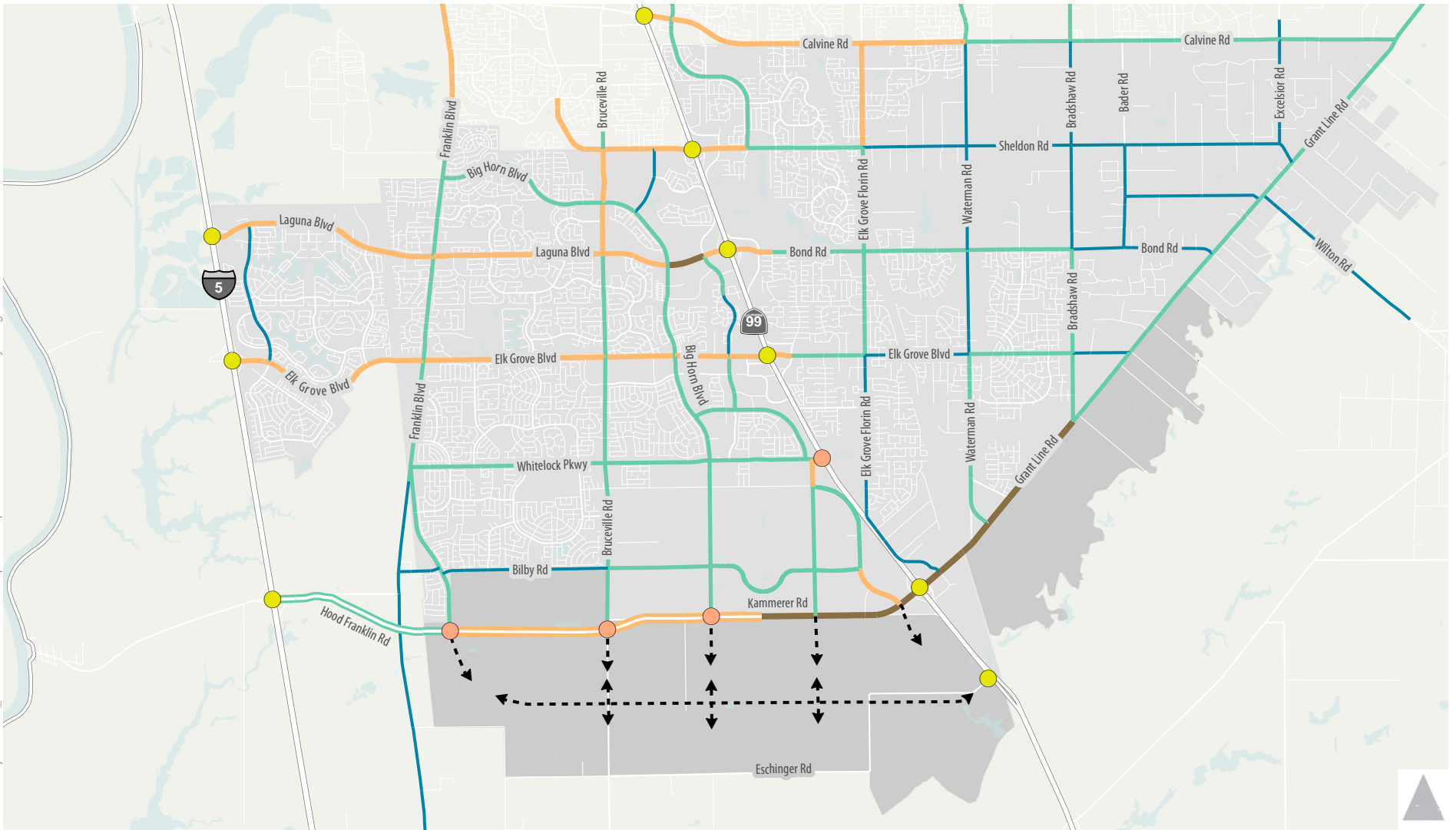
- Analyzed 6 scenarios that could implement the draft mobility policies
- Looks at the capacity and demand (Average Daily Traffic, or ADT) for various roadways
- Selected scenario would become the Roadway Sizing Diagram in the General Plan
- Modeled through SacMET model (interim); SacSIM to follow after Preferred Land Plan is selected
 - Green highlights: ADT is above the target and the segment is congested
 - Red highlights: ADT exceeds the design target for the segment
 - Yellow highlights: Change in lane configuration from Scenario I

Roadway Sizing

#	Title	Description
1	Kammerer Road with existing lane configuration	Maintains as much of the roadway network within the design capacity target. It leaves the lane configuration of Kammerer Road, though, as currently defined, resulting in a performance decrease (it no longer performs as a true expressway)
2	Kammerer Road as Expressway	Similar to scenario 1; however, Kammerer Road is maintained as an expressway after development of the Study Areas
3	Scenario 2 with Eschinger Interchange	Maintains Kammerer as an expressway + includes some reconfiguration of the SR-99/Eschinger Road interchange
4	Scenario 2 with 2-Lane Rural Roads	Existing character of the Sheldon Rural Area roads are maintained (e.g., 2-lane roads)
5	Road Diets	Scenario 4 + several roadways on a diet in order to add some bicycle and pedestrian improvements
6	Road Diets + Eschinger Interchange	Scenario 5 w/ Eschinger interchange

Roadway	ID	From	To	Scenario 1					Scenario 2					Scenario 3					Scenario 4					Scenario 5					Scenario 6									
				Kammerer Road with Existing Lane Configuration					Kammerer Road as an Expressway					Scenario 2 With Eschinger Road Interchange					Scenario 2 with 2-Lane Rural Roads					Road Diet (Includes Rural Roads)					Scenario 5 with Eschinger Interchange									
				Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio
Bader Rd	1	Sheldon Rd	Bond Rd	8,200	2	2no45	Yes	0.43	8,200	2	2no45	Yes	0.43	8,200	2	2no45	Yes	0.43	9,500	2	2no45	Yes	0.50	11,000	2	2no45	Yes	0.58	11,000	2	2no45	Yes	0.58	11,000	2	2no45	Yes	0.58
	2	Franklin Blvd	Bruceville Rd	21,200	4	4yes45	Yes	0.56	21,200	4	4yes45	Yes	0.56	21,200	4	4yes45	Yes	0.56	21,200	4	4yes45	Yes	0.56	21,200	4	4yes45	Yes	0.56	21,200	4	4yes45	Yes	0.56	21,200	4	4yes45	Yes	0.56
	3	Bruceville Rd	Laguna Blvd	32,800	4	4yes45	Yes	0.87	32,800	4	4yes45	Yes	0.87	32,700	4	4yes45	Yes	0.86	32,900	4	4yes45	Yes	0.87	33,400	4	4yes45	Yes	0.88	33,400	4	4yes45	Yes	0.88	33,400	4	4yes45	Yes	0.88
	4	Laguna Blvd	Elk Grove Blvd	33,800	4	4yes45	Yes	0.89	33,800	4	4yes45	Yes	0.89	33,500	4	4yes45	Yes	0.88	34,000	4	4yes45	Yes	0.90	37,300	4	4yes45	Yes	0.98	37,000	4	4yes45	Yes	0.98	37,000	4	4yes45	Yes	0.98
	5	Elk Grove Blvd	Lotz Pkwy	33,500	4	4yes45	Yes	0.88	33,500	4	4yes45	Yes	0.88	33,100	4	4yes45	Yes	0.87	33,900	4	4yes45	Yes	0.89	34,500	4	4yes45	Yes	0.91	34,000	4	4yes45	Yes	0.90	34,000	4	4yes45	Yes	0.90
	6	Lotz Pkwy	Whitelock Pkwy	29,600	4	4yes45	Yes	0.78	29,600	4	4yes45	Yes	0.78	28,800	4	4yes45	Yes	0.76	29,800	4	4yes45	Yes	0.79	30,800	4	4yes45	Yes	0.81	29,900	4	4yes45	Yes	0.79	29,900	4	4yes45	Yes	0.79
	7	Whitelock Pkwy	Billy Rd	28,800	4	4yes45	Yes	0.76	28,800	4	4yes45	Yes	0.76	28,100	4	4yes45	Yes	0.74	28,900	4	4yes45	Yes	0.76	29,900	4	4yes45	Yes	0.79	29,100	4	4yes45	Yes	0.77	29,100	4	4yes45	Yes	0.77
	8	Billy Rd	Kammerer Rd	34,400	4	4yes45	Yes	0.91	34,400	4	4yes45	Yes	0.91	33,700	4	4yes45	Yes	0.89	34,500	4	4yes45	Yes	0.91	35,000	4	4yes45	Yes	0.92	34,300	4	4yes45	Yes	0.91	34,300	4	4yes45	Yes	0.91
9	Kammerer Rd	Eschinger Rd	42,400	6	6yes45	Yes	0.78	42,400	6	6yes45	Yes	0.78	41,500	6	6yes45	Yes	0.76	42,300	6	6yes45	Yes	0.78	42,600	6	6yes45	Yes	0.78	42,500	6	6yes45	Yes	0.78	42,500	6	6yes45	Yes	0.78	
Big Horn Blvd	10	Franklin Blvd	Willard Pkwy	10,200	2	2yes30	Yes	0.51	10,200	2	2yes30	Yes	0.51	10,200	2	2yes30	Yes	0.51	10,200	2	2yes30	Yes	0.51	10,300	2	2yes30	Yes	0.52	10,300	2	2yes30	Yes	0.52	10,300	2	2yes30	Yes	0.52
	11	Willard Pkwy	Bruceville Rd	17,500	2	2yes45	Yes	0.85	17,500	2	2yes45	Yes	0.85	16,900	2	2yes45	Yes	0.85	16,900	2	2yes45	Yes	0.85	16,800	2	2yes45	Yes	0.84	16,800	2	2yes45	Yes	0.84	16,800	2	2yes45	Yes	0.84
	12	Bruceville Rd	Big Horn Blvd	10,300	4	4yes45	Yes	0.27	10,300	4	4yes45	Yes	0.27	10,200	4	4yes45	Yes	0.27	10,200	4	4yes45	Yes	0.27	10,200	4	4yes45	Yes	0.27	10,300	4	4yes45	Yes	0.27	10,300	4	4yes45	Yes	0.27
	13	Big Horn Blvd	Lotz Pkwy	8,700	4	4yes45	Yes	0.23	8,700	4	4yes45	Yes	0.23	8,500	4	4yes45	Yes	0.22	8,600	4	4yes45	Yes	0.23	8,600	4	4yes45	Yes	0.23	8,600	4	4yes45	Yes	0.23	8,600	4	4yes45	Yes	0.23
	14	Lotz Pkwy	Promenade Pkwy	10,300	4	4yes45	Yes	0.27	10,300	4	4yes45	Yes	0.27	9,700	4	4yes45	Yes	0.26	10,200	4	4yes45	Yes	0.27	10,200	4	4yes45	Yes	0.27	10,200	4	4yes45	Yes	0.27	10,200	4	4yes45	Yes	0.26
	15	SR 99	E Stockton Blvd	44,900	6	6yes45	Yes	0.83	44,900	6	6yes45	Yes	0.83	45,100	6	6yes45	Yes	0.83	45,200	6	6yes45	Yes	0.83	44,300	6	6yes45	Yes	0.82	44,400	6	6yes45	Yes	0.82	44,400	6	6yes45	Yes	0.82
	16	E Stockton Blvd	Elk Crest Dr	52,200	6	6yes45	Yes	0.96	52,200	6	6yes45	Yes	0.96	52,100	6	6yes45	Yes	0.96	52,700	6	6yes45	Yes	0.97	51,600	6	6yes45	Yes	0.95	51,400	6	6yes45	Yes	0.95	51,400	6	6yes45	Yes	0.95
	17	Elk Crest Dr	Elk Grove Florin Rd	41,200	4	4yes45	Exceeds	1.09	41,200	4	4yes45	Exceeds	1.09	41,100	4	4yes45	Exceeds	1.08	41,600	4	4yes45	Exceeds	1.10	40,600	4	4yes45	Exceeds	1.07	40,300	4	4yes45	Exceeds	1.06	40,300	4	4yes45	Exceeds	1.06
Bond Rd	18	Elk Grove Florin Rd	Waterman Rd	34,300	4	4yes45	Yes	0.91	34,300	4	4yes45	Yes	0.91	34,400	4	4yes45	Yes	0.91	36,400	4	4yes45	Yes	0.96	35,500	4	4yes45	Yes	0.94	35,600	4	4yes45	Yes	0.94	35,600	4	4yes45	Yes	0.94
	19	Waterman Rd	Bradshaw Rd	25,400	4	4yes45	Yes	0.67	25,400	4	4yes45	Yes	0.67	25,500	4	4yes45	Yes	0.69	26,300	4	4yes45	Yes	0.79	30,100	4	4yes45	Yes	0.94	30,200	4	4yes45	Yes	0.94	30,200	4	4yes45	Yes	0.94
	20	Bradshaw Rd	Bader Rd	15,200	4	4yes45	Yes	0.40	15,200	4	4yes45	Yes	0.40	15,200	4	4yes45	Yes	0.40	15,800	2	2no45	Yes	0.84	17,600	2	2no45	Yes	0.93	17,500	2	2no45	Yes	0.93	17,500	2	2no45	Yes	0.93
	21	Bader Rd	Grant Line Rd	12,900	4	4yes45	Yes	0.32	12,900	4	4yes45	Yes	0.32	12,900	4	4yes45	Yes	0.32	11,600	2	2no45	Yes	0.61	12,000	2	2no45	Yes	0.63	11,900	2	2no45	Yes	0.63	11,900	2	2no45	Yes	0.63
	22	Vintage Park Dr	Calvine Rd	31,400	4	4yes45	Yes	0.83	31,400	4	4yes45	Yes	0.83	31,200	4	4yes45	Yes	0.82	23,400	4	4yes45	Yes	0.62	23,800	4	4yes45	Yes	0.63	24,200	4	4yes45	Yes	0.64	24,200	4	4yes45	Yes	0.64
	23	Calvine Rd	Sheldon Rd	30,100	4	4yes45	Yes	0.79	30,100	4	4yes45	Yes	0.79	29,900	4	4yes45	Yes	0.79	22,200	2	2no55	Exceeds	1.17	22,600	2	2no55	Exceeds	1.20	22,900	2	2no55	Exceeds	1.21	22,900	2	2no55	Exceeds	1.21
	24	Sheldon Rd	Bond Rd	28,800	4	4yes45	Yes	0.76	28,800	4	4yes45	Yes	0.76	28,800	4	4yes45	Yes	0.76	23,700	2	2no55	Exceeds	1.25	24,400	2	2no55	Exceeds	1.29	24,800	2	2no55	Exceeds	1.31	24,800	2	2no55	Exceeds	1.31
	25	Bond Rd	Elk Grove Blvd	31,400	4	4yes45	Yes	0.83	31,400	4	4yes45	Yes	0.83	31,600	4	4yes45	Yes	0.83	28,800	4	4yes45	Yes	0.76	33,000	4	4yes45	Yes	0.87	33,400	4	4yes45	Yes	0.88	33,400	4	4yes45	Yes	0.88
26	Elk Grove Blvd	Grant Line Rd	29,900	4	4yes45	Yes	0.79	29,900	4	4yes45	Yes	0.79	30,000	4	4yes45	Yes	0.79	28,200	4	4yes45	Yes	0.74	29,300	4	4yes45	Yes	0.77	29,500	4	4yes45	Yes	0.78	29,500	4	4yes45	Yes	0.78	
Bradshaw Rd	27	Damascus Dr	Sheldon Rd	27,700	6	6yes45	Yes	0.51	27,700	6	6yes45	Yes	0.51	27,500	6	6yes45	Yes	0.51	27,700	6	6yes45	Yes	0.51	27,800	6	6yes45	Yes	0.51	27,700	6	6yes45	Yes	0.51	27,700	6	6yes45	Yes	0.51
	28	Sheldon Rd	Big Horn Blvd	50,300	6	6yes45	Yes	0.93	50,300	6	6yes45	Yes	0.93	50,200	6	6yes45	Yes	0.92	51,200	6	6yes45	Yes	0.94	52,500	6	6yes45	Yes	0.97	52,400	6	6yes45	Yes	0.97	52,400	6	6yes45	Yes	0.97
	29	Big Horn Blvd	Laguna Blvd	45,000	6	6yes45	Yes	0.83	45,000	6	6yes45	Yes	0.83	44,900	6	6yes45	Yes	0.83	45,700	6	6yes45	Yes	0.84	47,000	6	6yes45	Yes	0.87	46,900	6	6yes45	Yes	0.86	46,900	6	6yes45	Yes	0.86
	30	Laguna Blvd	Elk Grove Blvd	44,200	6	6yes45	Yes	0.81	44,200	6	6yes45	Yes	0.81	43,800	6	6yes45	Yes	0.81	44,300	6	6yes45	Yes	0.82	37,100	4	4yes45	Yes	0.98	36,700	4	4yes45	Yes	0.97	36,700	4	4yes45	Yes	0.97
	31	Elk Grove Blvd	Whitelock Pkwy	43,400	6	6yes45	Yes	0.80	43,400	6	6yes45	Yes	0.80	43,400	6	6yes45	Yes	0.80	43,500	6	6yes45	Yes	0.80	38,800	4	4yes45	Exceeds	1.02	38,500	4	4yes45	Exceeds	1.02	38,500	4	4yes45	Exceeds	1.02
	32	Whitelock Pkwy	Billy Rd	31,600	6	6yes45	Yes	0.58	31,600	6	6yes45	Yes	0.58	31,500	6	6yes45	Yes	0.58	31,600	6	6yes45	Yes	0.58	28,500	4	4yes45	Yes	0.75	28,300	4	4yes45	Yes	0.75	28,300	4	4yes45	Yes	0.75
	33	Billy Rd	Kammerer Rd	29,300	6	6yes45	Yes	0.54	29,300	6	6yes45	Yes	0.54	29,500	6	6yes45	Yes	0.54	29,300	6	6yes45	Yes	0.54	27,100	4	4yes45	Yes	0.72	27,100	4	4yes45	Yes	0.72	27,100	4	4yes45	Yes	0.72

Roadway	ID	From	To	Scenario 1 Kammerer Road with Existing Lane Configuration					Scenario 2 Kammerer Road as an Expressway					Scenario 3 Scenario 2 With Eschinger Road Interchange					Scenario 4 Scenario 2 with 2-Lane Rural Roads					Scenario 5 Road Diet (Includes Rural Roads)					Scenario 6 Scenario 5 with Eschinger Interchange									
				Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio	Forecast	Lanes	Classification	Operates within Design Target?	V/C Ratio					
Grant Line Rd	74	Sloughhouse Rd	Calvine Rd	31,000	4	4yes45	Yes	0.82	31,000	4	4yes45	Yes	0.82	31,000	4	4yes45	Yes	0.82	31,200	4	4yes45	Yes	0.82	31,200	4	4yes45	Yes	0.82	31,200	4	4yes45	Yes	0.82	31,100	4	4yes45	Yes	0.82
	75	Calvine Rd	Sheldon Rd	26,300	4	4yes45	Yes	0.69	26,300	4	4yes45	Yes	0.69	26,400	4	4yes45	Yes	0.70	26,700	4	4yes45	Yes	0.70	26,900	4	4yes45	Yes	0.71	26,900	4	4yes45	Yes	0.71	26,900	4	4yes45	Yes	0.71
	76	Sheldon Rd	Wilton Rd	33,600	4	4yes45	Yes	0.89	33,600	4	4yes45	Yes	0.89	33,600	4	4yes45	Yes	0.89	34,400	4	4yes45	Yes	0.91	34,900	4	4yes45	Yes	0.92	34,900	4	4yes45	Yes	0.92	34,900	4	4yes45	Yes	0.92
	77	Wilton Rd	Bond Rd	35,500	4	4yes45	Yes	0.94	35,500	4	4yes45	Yes	0.94	35,600	4	4yes45	Yes	0.94	36,100	4	4yes45	Yes	0.95	36,400	4	4yes45	Yes	0.95	36,400	4	4yes45	Yes	0.95	36,400	4	4yes45	Yes	0.95
	78	Bond Rd	Elk Grove Blvd	30,400	4	4yes45	Yes	0.80	30,400	4	4yes45	Yes	0.80	30,500	4	4yes45	Yes	0.80	31,200	4	4yes45	Yes	0.82	31,600	4	4yes45	Yes	0.83	31,600	4	4yes45	Yes	0.83	31,700	4	4yes45	Yes	0.84
	79	Elk Grove Blvd	Bradshaw Rd	27,100	4	4yes45	Yes	0.72	27,100	4	4yes45	Yes	0.72	27,300	4	4yes45	Yes	0.72	27,600	4	4yes45	Yes	0.73	28,000	4	4yes45	Yes	0.74	28,100	4	4yes45	Yes	0.74	28,100	4	4yes45	Yes	0.74
	80	Bradshaw Rd	Mosher Rd	59,300	8	8yes55H	Yes	0.74	59,300	8	8yes55H	Yes	0.74	59,500	8	8yes55H	Yes	0.74	58,700	8	8yes55H	Yes	0.73	59,800	8	8yes55H	Yes	0.75	60,200	8	8yes55H	Yes	0.75	60,200	8	8yes55H	Yes	0.75
	81	Mosher Rd	Waterman Rd	62,600	8	8yes55H	Yes	0.78	62,600	8	8yes55H	Yes	0.78	62,800	8	8yes55H	Yes	0.79	62,200	8	8yes55H	Yes	0.78	63,100	8	8yes55H	Yes	0.79	63,500	8	8yes55H	Yes	0.79	63,500	8	8yes55H	Yes	0.79
82	Waterman Rd	E. Stockton	86,400	8	8yes55H	Exceeds	1.08	86,400	8	8yes55H	Exceeds	1.08	86,900	8	8yes55H	Exceeds	1.09	85,700	8	8yes55H	Exceeds	1.07	84,700	8	8yes55H	Exceeds	1.06	85,200	8	8yes55H	Exceeds	1.07	85,200	8	8yes55H	Exceeds	1.07	
83	E. Stockton	SR 99	97,900	8	8yes55H	Exceeds	1.22	97,900	8	8yes55H	Exceeds	1.22	98,600	8	8yes55H	Exceeds	1.23	97,500	8	8yes55H	Exceeds	1.22	97,100	8	8yes55H	Exceeds	1.21	97,600	8	8yes55H	Exceeds	1.21	97,600	8	8yes55H	Exceeds	1.22	
Harbour Point Dr	84	Elk Grove Blvd	Laguna Blvd	16,800	4	4yes45	Yes	0.44	16,800	4	4yes45	Yes	0.44	16,800	4	4yes45	Yes	0.44	16,800	4	4yes45	Yes	0.44	16,300	2	2yes45	Yes	0.82	16,300	2	2yes45	Yes	0.82					
	85	IS	Franklin Blvd	46,100	6	6yes55H	Yes	0.77	46,100	4	4exp55	Yes	0.64	46,400	4	4exp55	Yes	0.64	46,200	4	4exp55	Yes	0.64	45,800	4	4exp55	Yes	0.64	46,000	4	4exp55	Yes	0.64					
Kammerer Rd	86	Franklin Blvd	Willard Pkwy	43,200	6	6yes55H	Yes	0.72	43,200	4	4exp55	Yes	0.60	43,500	4	4exp55	Yes	0.60	43,200	4	4exp55	Yes	0.60	43,500	4	4exp55	Yes	0.61	43,700	4	4exp55	Yes	0.61					
	87	Willard Pkwy	Bruceville Rd	55,100	6	6yes55H	Congestion	0.92	55,100	6	6exp55	Yes	0.51	50,800	6	6exp55	Yes	0.47	55,000	6	6exp55	Yes	0.51	54,400	6	6exp55	Yes	0.50	54,500	6	6exp55	Yes	0.50					
	88	Bruceville Rd	Big Horn Blvd	62,800	6	6yes55H	Exceeds	1.05	62,800	6	6exp55	Yes	0.58	62,800	6	6exp55	Yes	0.58	62,700	6	6exp55	Yes	0.58	62,500	6	6exp55	Yes	0.58	62,700	6	6exp55	Yes	0.58					
	89	Big Horn Blvd	Lotz Pkwy	68,700	6	6yes55H	Exceeds	1.15	68,700	8	8yes55H	Yes	0.86	68,400	8	8yes55H	Yes	0.86	68,500	8	8yes55H	Yes	0.86	68,500	8	8yes55H	Yes	0.86	68,800	8	8yes55H	Yes	0.86					
	90	Lotz Pkwy	Promenade Pkwy	63,200	8	8yes55H	Yes	0.79	63,200	8	8yes55H	Yes	0.79	59,400	8	8yes55H	Yes	0.74	62,700	8	8yes55H	Yes	0.78	62,600	8	8yes55H	Yes	0.78	59,900	8	8yes55H	Yes	0.75					
	91	Promenade Pkwy	SR 99	113,600	8	8yes55H	Exceeds	1.42	113,600	8	8yes55H	Exceeds	1.42	100,400	8	8yes55H	Exceeds	1.26	112,900	8	8yes55H	Exceeds	1.41	112,900	8	8yes55H	Exceeds	1.41	101,300	8	8yes55H	Exceeds	1.27					
	92	SR 99	Franklin Blvd	43,000	6	6yes45	Yes	0.79	43,000	6	6yes45	Yes	0.79	43,100	6	6yes45	Yes	0.79	43,000	6	6yes45	Yes	0.79	43,400	6	6yes45	Yes	0.80	43,500	6	6yes45	Yes	0.80					
	93	Franklin Blvd	Bruceville Rd	43,400	6	6yes45	Yes	0.80	43,400	6	6yes45	Yes	0.80	43,400	6	6yes45	Yes	0.80	43,300	6	6yes45	Yes	0.80	44,100	6	6yes45	Yes	0.81	44,200	6	6yes45	Yes	0.81					
Laguna Blvd	94	Bruceville Rd	Big Horn Blvd	45,800	6	6yes45	Yes	0.84	45,800	6	6yes45	Yes	0.84	45,800	6	6yes45	Yes	0.84	45,300	6	6yes45	Yes	0.83	42,600	6	6yes45	Yes	0.78	42,700	6	6yes45	Yes	0.79					
	95	Big Horn Blvd	Laguna Springs Dr	66,000	8	8yes55M	Congestion	0.92	66,000	8	8yes55M	Congestion	0.92	66,300	8	8yes55M	Congestion	0.92	65,400	8	8yes55M	Congestion	0.91	63,600	8	8yes55M	Yes	0.88	64,200	8	8yes55M	Yes	0.89					
	96	Laguna Springs Dr	SR 99	77,100	7	7yes45	Exceeds	1.22	77,100	7	7yes45	Exceeds	1.22	77,600	7	7yes45	Exceeds	1.23	76,600	7	7yes45	Exceeds	1.21	74,600	7	7yes45	Exceeds	1.18	75,200	7	7yes45	Exceeds	1.19					
	97	Laguna Blvd	Laguna Palms Wy	14,600	4	4yes35	Yes	0.39	14,600	4	4yes35	Yes	0.39	14,400	4	4yes35	Yes	0.38	14,600	4	4yes35	Yes	0.39	14,800	4	4yes35	Yes	0.39	14,600	4	4yes35	Yes	0.39					
	98	Laguna Palms Wy	Elk Grove Blvd	12,200	2	2yes35	Yes	0.61	12,200	2	2yes35	Yes	0.61	12,000	2	2yes35	Yes	0.60	12,100	2	2yes35	Yes	0.61	12,400	2	2yes35	Yes	0.62	12,200	2	2yes35	Yes	0.61					
	99	Elk Grove Blvd	Lotz Pkwy	28,200	4	4yes35	Yes	0.74	28,200	4	4yes35	Yes	0.74	27,000	4	4yes35	Yes	0.71	27,800	4	4yes35	Yes	0.73	29,000	4	4yes35	Yes	0.77	28,200	4	4yes35	Yes	0.74					
	Lent Ranch Pkwy	100	Kammerer Rd	Promenade Pkwy	14,600	4	4yes35	Yes	0.39	14,600	4	4yes35	Yes	0.39	15,300	4	4yes35	Yes	0.40	14,600	4	4yes35	Yes	0.39	14,700	4	4yes35	Yes	0.39	15,200	4	4yes35	Yes	0.40				
		101	Sheldon Rd	Big Horn Blvd	13,700	2	2yes35	Yes	0.69	13,700	2	2yes35	Yes	0.69	13,600	2	2yes35	Yes	0.68	13,700	2	2yes35	Yes	0.69	13,900	2	2yes35	Yes	0.70	13,900	2	2yes35	Yes	0.70				
Lotz Pkwy	102	Big Horn Blvd	Laguna Springs Dr	16,700	4	4yes35	Yes	0.44	16,700	4	4yes35	Yes	0.44	16,200	4	4yes35	Yes	0.42	16,700	4	4yes35	Yes	0.44	17,500	4	4yes35	Yes	0.46	16,800	4	4yes35	Yes	0.44					
	103	Laguna Springs Dr	Whitelock Pkwy	21,300	4	4yes35	Yes	0.56	21,300	4	4yes35	Yes	0.56	20,900	4	4yes35	Yes	0.55	21,100	4	4yes35	Yes	0.56	21,400	4	4yes35	Yes	0.56	21,200	4	4yes35	Yes	0.56					
	104	Whitelock Pkwy	Promenade Pkwy	53,800	6	6yes45	Yes	0.99	53,800	6	6yes45	Yes	0.99	51,000	6	6yes45	Yes	0.94	53,800	6	6yes45	Yes	0.99	54,100	6	6yes45	Congestion	1.00	51,700	6	6yes45	Yes	0.95					
	105	Promenade Pkwy	Billy Rd	32,600	4	4yes45	Yes	0.86	32,600	4	4yes45	Yes	0.86	30,900	4	4yes45	Yes	0.82	32,600	4	4yes45	Yes	0.86	32,800	4	4yes45	Yes	0.87	31,500	4	4yes45	Yes	0.83					
	106	Billy Rd	Kammerer Rd	28,100	4	4yes45	Yes	0.74	28,100	4	4yes45	Yes	0.74	26,100	4	4yes45	Yes	0.69	28,000	4	4yes45	Yes	0.74	28,300	4	4yes45	Yes	0.75	26,600	4	4yes45	Yes	0.70					
	107	Kammerer Rd	Eschinger Rd	57,000	6	6yes45	Exceeds	1.05	57,000	6	6yes45	Exceeds	1.05	50,500	6	6yes45	Yes	0.93	56,600	6	6yes45	Exceeds	1.05	56,600	6	6yes45	Exceeds	1.04	51,100	6	6yes45	Yes	0.94					
	108	Grant Line Rd	Waterman Rd	8,400	2	2yes55	Yes	0.42	8,400	2	2yes55	Yes	0.42	8,300	2	2yes55	Yes	0.42	8,500	2	2yes55	Yes	0.43	8,400	2	2yes55	Yes	0.42	8,400	2	2yes55	Yes	0.42					
	Pleasant Grove School Rd	109	Bader Rd	Grant Line Rd	2,600	2	2no35	Yes	0.14	2,600	2	2no35	Yes	0.14	2,800	2	2no35	Yes	0.15																			



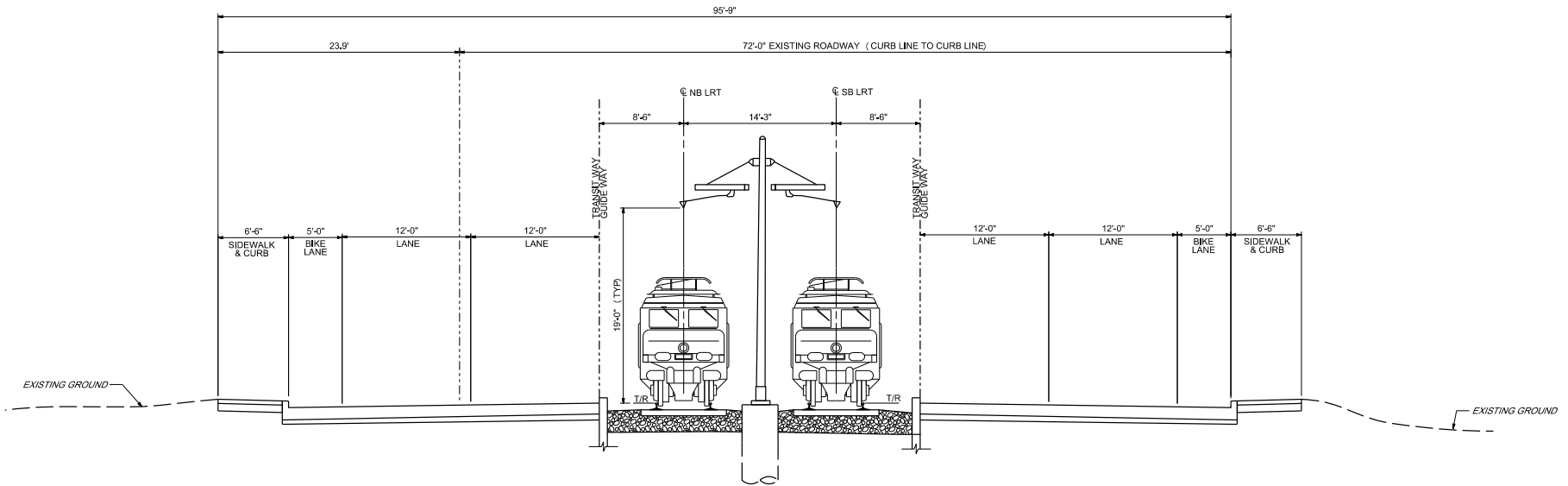
- 2-lane Arterial/Collector — 8-lane Arterial - - -> Future Study Area Road ■ Study Area
- 4-lane Arterial — 4-lane Expressway ● Freeway Interchange ■ City of Elk Grove City Limits
- 6-lane Arterial — 6-lane Expressway ● Future Interchange

Scenario 6

Figure M-1

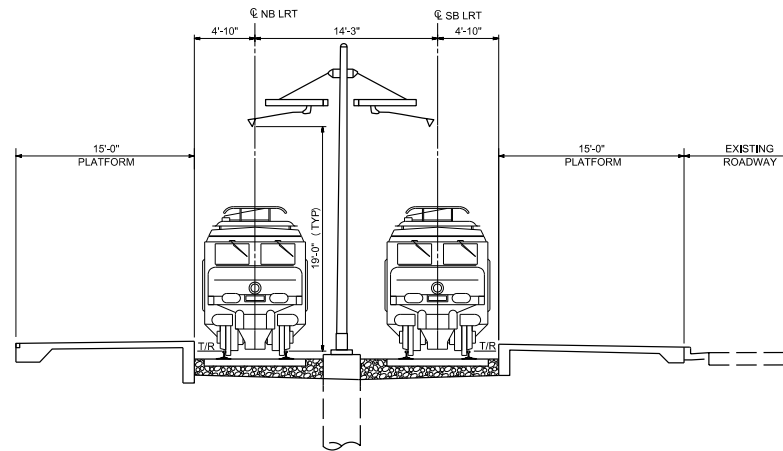
Roadway System and Sizing Diagram





ROADWAY & LRT SECTION A-A
TRACK TYPE: AT-GRADE BALLASTED DOUBLE TRACK GUIDEWAY

NOT TO SCALE



TYPICAL SIDE PLATFORM SECTION B-B

NOT TO SCALE

CITY OF ELK GROVE
FIXED TRANSIT ALIGNMENT STUDY
TYPICAL SECTIONS

Michael Baker
INTERNATIONAL
4636a Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108
Phone: (412) 268-4300
MBA@MBTI.COM

SHEET:

1 OF 5

12/19/2016 4:34:54 PM

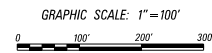
235



MATCHLINE - SEE SHEET 3

CITY OF ELK GROVE
 FIXED TRANSIT ALIGNMENT STUDY
 CONCEPTUAL LAYOUT (PURPLE ALIGNMENT)

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 MBI@MBTI.COM



SHEET:

2 OF 5

MATCHLINE - SEE SHEET 2



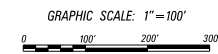
1. DESCENDANT DRIVE, ANCESTOR DRIVE AND NEW COUNTRY COURT WILL BE SIGNED/SIGNALLED FOR RIGHT TURN IN AND OUT ONLY.
2. RAILROAD CROSSING GATES WILL BE INSTALLED ON BIG HORN BLVD AT THE CROSSING AND WILL BE INTERCONNECTED WITH THE TRAFFIC SIGNALS AT THE INTERSECTION OF BRUCEVILLE ROAD AND BIG HORN BLVD AND A QUEUE CUTTER SIGNAL ON BIG HORN BLVD.
3. A QUEUE CUTTER SIGNAL WILL BE INSTALLED BETWEEN THE RAILROAD CROSSING AND THE INTERSECTION OF BRUCEVILLE ROAD AND BIG HORN BLVD THIS SIGNAL WILL PREVENT QUEUING OVER THE TRACKS BY CONTROLLING CARS ENTERING THE ROADWAY BETWEEN THE INTERSECTION OF BRUCEVILLE ROAD AND BIG HORN BLVD.



MATCHLINE - SEE SHEET 4

CITY OF ELK GROVE
 FIXED TRANSIT ALIGNMENT STUDY
 CONCEPTUAL LAYOUT (PURPLE ALIGNMENT)

Michael Baker
 INTERNATIONAL
 4616a Buhse Park
 100 Airside Drive
 Moon Township, Pennsylvania 15108
 Phone: (412) 268-8300
 MBI@MBTI.COM



SHEET:

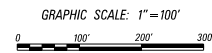
3 OF 5

MATCHLINE - SEE SHEET 3



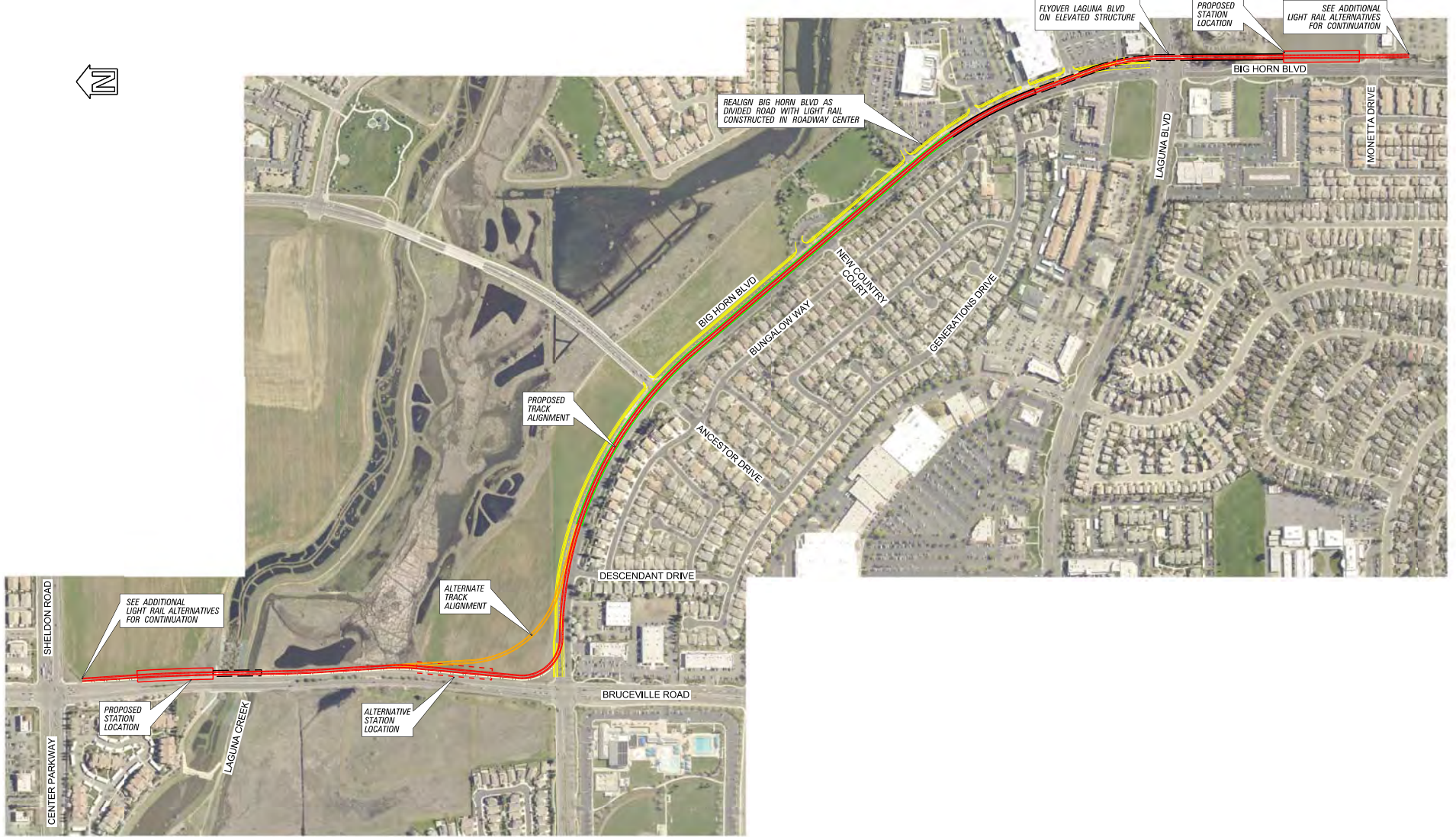
CITY OF ELK GROVE
 FIXED TRANSIT ALIGNMENT STUDY
 CONCEPTUAL LAYOUT (PURPLE ALIGNMENT)

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 MBI@MBI.COM



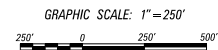
SHEET:

4 OF 5



CITY OF ELK GROVE
 FIXED TRANSIT ALIGNMENT STUDY
 CONCEPTUAL OVERVIEW (PURPLE ALIGNMENT)

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Elk Grove General Plan Update

Vision and Supporting Principles

As an initial task in the General Plan update process, staff prepared a draft community vision and presented the vision to the Planning Commission and City Council at the December 17, 2015, joint study session. The community vision comprises a vision statement and nine supporting principles that apply to areas within the City and areas into which the City may grow. The vision informs the development of the land use alternatives and all other components of the General Plan update.

Based upon the public input and City Council/Planning Commission direction on the Land Use Plan and Issues and Policy Topics, staff is proposing the changes to the vision and principles shown below in track changes; ~~strikeout~~ indicates something is deleted, underline indicates something is added.

Community Vision

The City of Elk Grove is a great place to make a home and a great place to work. Our community is diverse, healthy, safe, and family-oriented, with thriving schools and plentiful parks, shops, and places to work. Agriculture, rural homes, and urban life flourish together. Our natural resources, including water and open spaces, are protected and offer a variety of recreational opportunities. Community members travel easily by automobile, by bicycle, on foot, or using transit. The City is proactive in making daily life healthy and sustainable – considering the needs of future generations while protecting what is valued today.

Well-maintained infrastructure and the right mix of services and amenities draw new and dynamic businesses and development to Elk Grove. Development is guided to ensure responsible growth and opportunities for a diversity of individuals that call Elk Grove home.

Supporting Principles

The supporting principles are:

- Regional goals and influence
- Infill development and outward expansion
- Economic vitality
- Neighborhood, district, and community identity
- Rural areas
- Open space and resource management
- Multimodal and active transportation
- Sustainable and healthy communities
- Coordinated services, technology, and infrastructure

Regional Goals and Influence: Our Regional Neighbors Know Us & Our Contributions

Elk Grove occupies a prominent place in the regional dialogue. The City's identity and brand are clear in the minds of its neighbors. Our contributions to the region continue to strengthen that identity and include recreational opportunities, higher education, job centers, and quality neighborhoods. City

officials engage with other cities, ~~and~~ Sacramento County, and other partners to plan and build for an ever more dynamic region. The City's employment potential within the regional economy is fulfilled. New businesses have emerged, providing new employment centers that support technology and build from our agricultural roots. Both housing and jobs are available in the community, providing flexible opportunities for many lifestyles.

Infill Development and Outward Expansion: Development Fills in the Gaps and Expansion Occurs with Purpose

Unfinished, undeveloped gaps found throughout the City become opportunities to develop economically successful additions that provide added value to our community as well as new job opportunities and lifestyle improvements. Existing small businesses are protected even as we invite in new businesses and different economic opportunities. New development plans are grounded by community needs and market demand, and are carried out efficiently and holistically. New housing built in a variety of shapes and sizes to meet the needs and desires of our diverse community also fills in these gaps.

Infill development is consistently executed with programs that address impacts and encourage innovative building solutions. A creative growth management strategy allows expansion to occur when economic need, community vision, and regional goals align. There is a strong system in place to guarantee that, as the community accommodates new neighbors and new jobs, it continues to maintain and improve facilities and services, such as schools, roads, and parks.

Economic Vitality: Our Economy Thrives & New Business Adds Value

Major employment centers make their home in Elk Grove, providing employment opportunities and stimulating ancillary businesses as well. We continue to invite businesses that are competitive in the region and set the stage to attract these businesses by providing resources and amenities they need. Old and new businesses together improve our lives by providing new jobs as well as convenient places to get amenities and entertainment. Elk Grove has a diverse economy that builds from our heritage, but also invites in new and changing industries. Higher education and technical training are available to our community members as they pursue diverse job opportunities in these new industries. The City is leading the way in innovative technology infrastructure, technical education opportunities, sports activities and entertainment, and a safe and crime-free environment. These features attract business and provide a better quality of life for individuals and families of all incomes, ages, abilities, and backgrounds. Growth and development in the City is built with mindfulness of our historic resources and identity. These businesses bolster the community by providing jobs, services, goods, and recreational opportunities for residents.

Neighborhood, District, and Community Identity: City Core, Heritage, & Well-Known Neighborhoods

The City includes a civic core that offers central gathering spaces that all community members enjoy and feel welcome in. The City and community organizations partner to foster the civic core to be both thriving and safe. Successful projects and annual events enhance vitality and camaraderie in this space.

Old Town Elk Grove continues to protect and showcase our heritage for the enjoyment of residents and visitors alike. All of our neighborhoods are built around our top-notch parks and schools. Preservation and change in our neighborhoods are guided by values of diversity, neighborly spirit, and small town character.

Rural Areas: Protecting Our Farming Heritage & Rural Life

We celebrate the rural area and its heritage, and balance that heritage with other needs, services, and lifestyles desired in Elk Grove. The rural area is valued in our community for its aesthetic and cultural value, as well as the economic and educational opportunities agriculture provides. Our commitment to maintaining the rural area is clear and codified in core planning documents through programs that preserve the aesthetics and style of our rural heritage. Agricultural producers and other land uses remain good neighbors, each with desired services and infrastructure needs fully met.

Open Space and Resource Management: Outdoor Recreation Is Right Outside Our Door

Our parks and trails are high quality and highly valued. We continue to enhance and maintain our recreational open spaces so that they are safe, connected, and accessible to all. Our trails connect easily to other trails and parks in the region, and community gardens are a source of local food and local involvement.

Mobility and Active Transportation: Moving Around Anywhere, Any Way

Our residents, workers, and visitors need to move about efficiently, and have a variety of ways to do so. Connected transportation networks, regional coordination, and public and active transportation options are priorities for our community. Connected and mobile community members have the ability to travel within the City and to other places in the region by a variety of methods, with seamless transitions between modes and regions. Our community has roadways in place that allow for efficient movement and safe travel spaces for all modes of getting around. The infrastructure and facilities for pedestrians, bicyclists, and transit users are clean, safe, and well maintained, and walkways and bike lanes are continuous and complete with convenient connections to local and regional transit

Sustainable and Healthy Communities: Clean, Green Practices & Health Living

Sustainable practices are at the forefront of environmental concerns in Elk Grove. Organizations, businesses, and residents all desire a city that is adaptive to and resilient against climate change, is a leader in conservation, and embraces innovations in green technologies. The City layout and land uses promote healthy living, with healthy grocery options and destinations nearby that people can get to by walking and biking. The City's residents and businesses recognize the importance of responsible resource use, and they work together to conserve and use water and energy to their full potential.

Coordinated Services, Technology, and Infrastructure: Services for the Needs of All Residents

Safety and services are important to all members of our community, and services for youth, seniors, and disadvantaged families are provided. Entertainment and social centers create a thriving and diverse economy and give residents a place to shop, play, and relax. The City ensures that important services in our community, including social, housing, transportation, health, and education, are available and efficiently obtainable for community members that choose or need them to thrive.

**Elk Grove General Plan
Annotated Table of Contents
February 2017**

Proposed Chapters and Sections	Discussion
<p>1. Introduction</p> <ul style="list-style-type: none"> A. A new Plan for a Better Future B. About Elk Grove <ul style="list-style-type: none"> i. Past (History and context through 2016) ii. Present (Current demographics, economics) iii. Future (Context and role in the region, SCS, other relevant plans) C. Purpose of the General Plan D. The General Plan Planning Area E. How to use the General Plan F. Relationship to Other Plans and Documents (Municipal Code, Specific Plans, Master Plans, CAP, MTP, others) G. Topics Addressed in the General Plan <ul style="list-style-type: none"> i. Statutory Requirements ii. Key Issues 	<p>This is the narrative setup for the General Plan. It will also include various figures and graphics illustrating the City, some historical context, and issues addressed in the plan.</p> <p>Like with SEPA, the “How to Use” section may include a graphic showing how sections of the document work, and the relationship of the General Plan to other City policies, standards, and codes.</p> <p>See table on last page showing how the mandated elements are covered by the various chapters. This table would be included in this chapter (likely within section G).</p>
<p>2. Vision</p> <ul style="list-style-type: none"> A. Creating our Vision B. Community Vision C. Supporting Principles <ul style="list-style-type: none"> i. Regional Goals & Influence – Our Regional Neighbors Know Us & Our Contributions ii. Infill Development & Outward Expansion – Development Fills in the Gaps iii. Economic Vitality – Our Economy Thrives & New Business Adds Value iv. Neighborhood, District & Community Identity – City Core, Heritage & Well-Known Neighborhoods v. Rural Areas – Protecting Our Farming Heritage & Rural Life vi. Open Space & Resource Management – Outdoor Recreation is Right Outside Our Door vii. Multi-Modal & Active Transportation – Moving Around Anywhere, Any Way viii. Sustainable & Healthy Community – Clean, Green Practices & Healthy Living ix. Coordinated Services, Technology & Infrastructure – Services for the Needs of All Residents 	<p>This chapter describes the vision for the community as implemented in the General Plan goals and policies. In simple terms, it incorporates the bulk of the material from the Vision Book that the Council saw and approved in December 2014 (with adjustments based upon subsequent direction).</p>

Proposed Chapters and Sections	Discussion
<p>3. Planning Framework</p> <p>A. Introduction</p> <p>B. The Land Use Plan</p> <p>i. Overview</p> <p>ii. Key Concepts – Transit Supportive Land Uses; Community and Area Plans; Specific Plans</p> <p>iii. Measuring and Characterizing Land Use – density/intensity, character</p> <p>iv. Land Use Designations – listed with a title, description, and density/intensity information</p> <p>v. Land Use Diagram</p> <p>vi. Development Capacity (narrative with general assumptions, table, applicability)</p> <p>vii. Relationship to the Housing Element – how HE/RHNA sites are incorporated into the Land Use Plan; include the sites map for reference</p> <p>viii. Military Facilities</p> <p>ix. Disadvantaged Communities</p> <p>C. The Transportation Plan</p> <p>i. Overview</p> <p>ii. Transportation Network Designations – Roadway Network, Transit Network, Active Transportation (bike, pedestrian, equestrian) Network</p> <p>iii. Other Transportation Components – Airports, Seaports, Rail, Infrastructure</p> <p>iv. Correlation with the Land Use Plan</p> <p>v. Transportation Network Diagram</p> <p>D. Resource Conservation Plan</p> <p>i. Overview</p> <p>ii. Resource Designations – Natural Resources (e.g., biological resources, agricultural resources); Outdoor Recreation (e.g., parks and active open space); Public Health and Safety (e.g., floodplains set aside as open space)</p> <p>iii. Correlation with the Land Use Plan and Transportation Plan</p> <p>iv. Resource Conservation diagram</p>	<p>The Land Use Plan, Transportation Plan, and Resource Conservation Plan set the basic framework for all subsequent planning policies and represent a bridge between the vision and guiding principles and the resulting policies. Since these elements are fundamental to understanding the rest of the document (and often interpreted by the user as the most important parts of the plan), they are pulled up into a common chapter before the rest of the policies.</p> <p>The Land Use Plan will address relevant sections of the Gov't Code requiring the City to list and describe the various land use designations, and identify their development density/intensity allowance. Staff also see this as the place to address how land use and transit interact, provide a reference to the Housing Element and RHNA sites list, review coordination with military facilities (none applicable), and review the presence of any disadvantaged unincorporated communities (none applicable at previous evaluation during HE update).</p> <p>The Transportation Plan will identify the range of roadway, transit, and active transportation infrastructure in the City. Descriptions of each of the facility types (including general lane configurations for roads) will be provided. Other transportation components, both those present in the City (rail, infrastructure) and those not present (airports, seaports) will be discussed. Staff will also address the requirement for correlating the transportation discussion with the land use plan as required by the Gov't Code.</p> <p>The Resource Conservation Plan will address the Gov't Code requirements listed in Section 65560(b), including a correlation to the Land Use Plan (relative to parks and siting open space areas) and the Transportation Plan (relative to infrastructure (e.g., power lines), trails,</p>

Proposed Chapters and Sections	Discussion
<p>4. Urban and Rural Development</p> <ul style="list-style-type: none"> A. Overview (scope and content) B. Supporting Principles <ul style="list-style-type: none"> i. Infill Development & Outward Expansion ii. Rural Areas C. Goals and Policies: Land Use <ul style="list-style-type: none"> i. A Coordinated Development Pattern ii. A Focus on Infill iii. Expansion with Purpose (Annexation Strategy) iv. A Defined Civic Core v. Urban Design Goal (TBD) D. Goals and Policies: Housing <ul style="list-style-type: none"> i. Adequate sites to accommodate City's RHNA (existing Housing Element Goal 1) ii. Adequate Housing Stock to Meet the Needs of Extremely Low-, Very Low-, Low-, and Moderate-income Households and Special Needs Groups (modified Housing Element Goal 2). iii. Development Regulations that Remove Constraints to the Maintenance, Improvement, and Development of Housing (modified Housing Element Goal 3) iv. Conserved and Improved Affordable Housing Conditions (modified Housing Element Goal 4) v. Housing Opportunities for all Persons, Regardless of Race, Religion, Sex, Marital Status, Ancestry, National Origin, Color, Familial Status, or Disability (modified Housing Element Goal 5). vi. Preserved Assisted (Subsidized) Housing Developments for Lower-Income Households (modified Housing Element Goal 6) E. Goals and Policies: Agriculture <ul style="list-style-type: none"> i. Agriculture Goals (TBD) 	<p>and airport overflight (as applicable)).</p> <p>The Land Use goals and policies address land use issues and components of the Gov't Code not otherwise addressed in Chapter 3. For an example of how the policies will relate to the goals, see the draft Infill and Expansion with Purpose policy sections in the Infill and Annexation key policy papers.</p> <p>The Housing Goals (and policies) will come straight from the existing Housing Element. Some wordsmithing may be done, but the objective is to present substantially the same document that HCD has already certified. The technical sections required by the Gov't Code relative to housing needs, quantified housing objectives, housing needs assessment, adequate sites, housing resources and incentives, housing constraints, opportunities for energy conservation, and review of previous element will be moved to a technical appendix. This approach has been blessed by HCD and used in a variety of other jurisdictions including Rancho Cordova and the Amador County Regional Joint Housing Element.</p> <p>The Agricultural policies still need to be developed but will likely focus on ag preservation (e.g., the 1:1 mitigation requirement) and opportunities to take advantage of Agriculture for economic development opportunities. Staff will carefully coordinate this section with Chapter 7 relative to the potential overlap with Open Space Element and Conservation Element requirements in the Gov't Code.</p>
<p>5. Economy and the Region</p> <ul style="list-style-type: none"> A. Overview (scope and content) B. Supporting Principles <ul style="list-style-type: none"> i. Economic Vitality ii. Regional Goals and Influence C. Goals and Policies: Economic Development <ul style="list-style-type: none"> i. Diverse and Balanced Use Mix Policies (include modified policies from EG General Plan, Policy ED-1 thru ED-6) 	<p>This chapter covers both the economic development and regional coordination goals. Staff sees these as fitting together because while ED helps the City there is, to a fair degree, an interrelationship with the regional market. How the City is positioned in the region is important both politically and economically.</p>

Proposed Chapters and Sections	Discussion
<ul style="list-style-type: none"> ii. Jobs-Housing Economic Policies (insert policies from J-H working paper) iii. Local Economic Development Policies D. Goals and Policies: Regional Coordination <ul style="list-style-type: none"> i. Regional Economic Development Policies - Develop range of regional policies highlighting EG's role, from Greater Sacramento EDC presentations ii. Interagency Coordination (Policy LU-39) iii. Regional Mobility and Infrastructure (suggestion... could be here or in Mobility Element; addresses some things like the SE Capital JPA, SACOG, and Caltrans) iv. Other Regional Coordination issues 	
<ul style="list-style-type: none"> 6. Mobility <ul style="list-style-type: none"> A. Overview (scope and content) B. Supporting Principle <ul style="list-style-type: none"> i. Multimodal & Active Transportation C. Goals and Policies <ul style="list-style-type: none"> i. A connected transportation system (LOS, VMT) ii. Safety iii. Complete Streets iv. Active Transportation v. Transit vi. Roadway System (expansion, O&M) vii. Airports viii. Rail 	<p>This chapter covers the policies relative to the circulation element requirements of the Gov't Code, except for utility infrastructure, which is covered in Chapter 8.</p>
<ul style="list-style-type: none"> 7. Community and Resource Protection <ul style="list-style-type: none"> A. Overview (scope and content) B. Supporting Principles <ul style="list-style-type: none"> i. Neighborhood, District, and Community Identity ii. Open Space & Resource Management iii. Sustainable & Healthy Community C. Goals and Policies: Governance <ul style="list-style-type: none"> i. A Transparent and Collaborative Decision-making Process (from Governance paper) ii. An Engaged and Educated Community (from Governance paper) D. Goals and Policies: Historic Resources <ul style="list-style-type: none"> i. Preservation and Enhancement of Elk Grove's Historic Structures and Districts (existing EG General Plan Focused Goal 4-1) ii. Cultural and Tribal Resources Goal (need to develop) E. Goals and Policies: Arts and Culture 	<p>This chapter focuses on topics that, generally, support and protect the existing community. Staff sees a natural theme here around neighborhoods, history, recreation, and resource conservation. Therefore, this chapter would allow us to address the Conservation and Open Space elements in a more integrated way.</p> <p>There is the potential that Agriculture would be moved from Chapter 4 to this chapter, in keeping with the Open Space definition from the Gov't Code. Staff will revisit this as the document is being drafted.</p> <p>Most of what is today's Sustainability Element would be incorporated here, except to the extent that there are Climate Adaptation and Environmental Equity policies</p>

Proposed Chapters and Sections	Discussion
<ul style="list-style-type: none"> i. Community Arts and Culture Goal (need to develop) F. Goals and Policies: Parks and Trails <ul style="list-style-type: none"> i. Parks and Trails Goal (need to develop) G. Goals and Policies: Natural Resources and Conservation <ul style="list-style-type: none"> i. Open Space Lands in Proximity to Elk Grove that Provide for Agricultural Use and Habitat for Native Species (existing EG General Plan Focused Goal 3-2) ii. Natural Resources Managed and Protected for the Use and Enjoyment of Current and Future Generations (existing EG General Plan Focused Goal 3-3) iii. Preservation of Large Oak and Other Tree Species which are an Important Part of the City's Historic and Aesthetic Character (existing EG General Plan Focused Goal 4-2) iv. Energy Resources Goal(s) – one for conservation, another for renewables v. Water Resources Goals (tbd – e.g., one for supply, one for quality) vi. Air Quality vii. Greenhouse Gas Emissions Goal (need to develop) – discussion should include abbreviated results of inventory update viii. Other Sustainability Goal(s) (tbd – evaluate existing Sustainability element policies and retain policies here that aren't relocated or duplicated elsewhere. There likely won't be many of these.) 	<p>(which would go to Chapter 8).</p> <p>Includes SB 1000 (Environmental Justice) implementation.</p>
<ul style="list-style-type: none"> 8. Services, Health, and Safety <ul style="list-style-type: none"> A. Overview (scope and content) B. Supporting Principles <ul style="list-style-type: none"> i. Coordinated Services, Technology, & Infrastructure ii. Sustainable & Healthy Community C. Goals and Policies: Hazardous Facilities and Acceptable Risks (update EG General Plan Policies SA-1 thru SA-5 and risks table) D. Goals and Policies: Disaster and Emergency Preparedness (update EG General Plan Policies SA-5 thru SA-6) E. Goals and Policies: Hazardous Materials and Waste (update EG General Plan Policies SA-7 thru SA-11) F. Goals and Policies: Flooding and Drainage (pull narrative and policies verbatim from recently updated Safety Element, (Policies SA-12 thru SA-29) and revise as necessary) G. Goals and Policies: Geologic and Seismic Hazards (update EG General Plan Policies SA-30, SA-31) H. Goals and Policies: Climate Adaptation (need to develop based on vulnerability assessment – which needs to be completed) 	<p>This chapter rounds out the General Plan and addresses both core functions of the City (health and safety) and partnerships with outside agencies (e.g., libraries, utilities). A lot of this chapter will come from the existing Public Facilities and Safety chapters of the General Plan.</p> <p>Some of these sections will rely on technical components that re deferred to the appendix (e.g., technical resources on flooding, seismic conditions, wildland fire risk).</p>

Proposed Chapters and Sections	Discussion
<ul style="list-style-type: none"> I. Goals and Policies: Community Health <ul style="list-style-type: none"> i. Environmental Equity goal(s)(tbd) ii. Community Health goal(s)(tbd) J. Goals and Policies: Public Safety <ul style="list-style-type: none"> i. Police Services (update Existing EG General Plan Policies SA-34 thru SA-36, including CPTED) ii. Fire and EMS Services (update Existing EG General Plan Policy SA-37, plus specific treatment of water supply for firefighting – add policies for fire-safe planning and protection) K. Goals and Policies: Noise - update and sort existing EG General Plan Policies NO-1 thru NO-9 into the following categories: <ul style="list-style-type: none"> i. Noise Sources and Land Use Compatibility ii. Sensitive Land Uses (establish policies to define and protect sensitive land uses (receptors)) (update existing EG General Plan Policy NO-2) iii. Noise Contours and Impact Areas iv. Noise Reduction Strategies L. Goals and Policies: Urban Infrastructure <ul style="list-style-type: none"> i. Water – policies on distribution, purple pipe support ii. Wastewater - update Existing EG General Plan Policies PF-8 thru PF-14 – consider moving Policies PF-10 and PF-11 to Rural Area iii. Telecommunications M. Goals and Policies: Public Facilities N. Goals and Policies: Infrastructure Financing and Phasing (update Existing EG General Plan Policies PF-19 thru PF-27 – consider if any policies should move to the Annexation Strategy) O. Goals and Policies: Libraries (to be developed based on input received from library staff) P. Goals and Policies: Child, Youth, & Senior Services (update Existing EG Sustainability Element Policy S-23) Q. Goals and Policies: Schools (update Existing EG General Plan Policies PF-16 thru PF-18) R. Goals and Policies: Solid Waste (update existing EG General Plan Policy CAQ-25 and Policy S-18 thru S-19 – make consistent) 	

Proposed Chapters and Sections	Discussion
<p>9. Community and Area Plans</p> <ul style="list-style-type: none"> A. Overview, Purpose, and Administration B. Southeast Policy Area Community Plan C. Sheldon/Rural Area Community Plan D. East Elk Grove Community Plan E. (Central Elk Grove Community Plan – see notes) 	<p>This chapter includes the community and area plans as directed by Council at the May 2016 study session. The SEPA CP would be integrated as it exists today (with any amendments adopted prior to GPU adoption, or otherwise waiting for final action). The Sheldon and East Elk Grove plans are new.</p> <p>The Sheldon/Rural Area Community Plan would cover the identified Sheldon area and address rural-life issues, including range of uses, infrastructure limitations, lifestyle and character, and other aspects. The Old Town Sheldon area would also be covered.</p> <p>The East Elk Grove Community Plan would cover both the East Elk Grove Specific Plan (being repealed with the GPU) and the Elk Grove Triangle. The EEGSP, from a zoning aspect, would be replaced with a new overlay zoning district to address unique setback standards in the RD-3 through RD-5/6 zones. The Elk Grove Triangle SPA would remain, with some updating as required by this CP.</p>
<p>10. Implementation</p> <ul style="list-style-type: none"> A. Introduction B. General Plan Maintenance and Monitoring C. Implementing Actions and Tools D. General Plan Work Program 	<p>The Implementation Chapter will describe the various methods and programs required to implement the General Plan. Examples include, but are not limited to, Specific Plans, Zoning and other municipal codes, master plans, strategic plans, the CIP, feasibility studies, development review requirements, interjurisdictional coordination, and public outreach and information.</p> <p>Staff are considering developing a matrix that lists the action items with various implementing items, including the above tools, cost range (e.g., order of magnitude such as \$, \$\$, \$\$\$), timing (e.g., years 1-3, 3-5, 5-10, 10+), and responsible department(s). The intent is to create a work program that can be referenced within the General Plan Annual Report and also as part of the budget cycle. More details will be discussed at a separate meeting(s).</p>

Proposed Chapters and Sections	Discussion
11. Glossary and Acronyms	<p>The content of the Implementation chapter also needs to be coordinated with the Performance Metrics report and should be added as a tracking tool to Elknet.</p> <p>Includes both a glossary of key terms found in the General Plan and a list of acronyms used in the Plan. The existing glossary would be the base with modifications and additions from there. Illustrations would also be added as relevant.</p>
12. Appendices A. Land Use technical data B. VMT and Traffic technical data C. Housing Element Statutory Requirements D. Safety Element Statutory Requirements E. <others as needed>	<p>This chapter covers the technical components of various elements of the General Plan that are referenced from their respective sections earlier in the plan. For example, there are a variety of Housing Element components that are referenced in the Housing section in Chapter 4 (e.g., quantified housing objectives, housing needs assessment) that fit better in a technical appendix, rather than buried in among the goals and policies.</p> <p>Similarly, the Safety section here would cover the technical aspects behind the safety policies, such as assumptions used in the 200-year floodplain mapping, discussion of wildland fire conditions (since these are not present in the City and therefore no policies are required), and, potentially, some additional technical resources relative to acceptable risk analysis.</p>

The mandated elements of the General Plan would be addressed in the chapters as follows:

Proposed General Plan Chapters	Mandated Elements Pursuant to Gov't Code						
	Land Use	Circulation	Housing	Conservation	OS	Noise	Safety
3. Planning Framework	○	○	○		○		
4. Urban and Rural Development	X		X				
5. Economy and the Region							
6. Mobility		X					○
7. Community and Resource Protection				X	X		

8. Services, Health, and Safety		○					X	X
9. Community and Area Plans	○	○	○	○	○	○	○	○

X = Chapter that primarily addresses element requirements

○ = Chapter has policies or discussion that supports the element requirements, or addresses components not addressed in the primary chapter.