

2 PROJECT DESCRIPTION

The proposed City of Elk Grove General Plan Amendments and Update of Vehicle Miles Traveled (VMT) Standards (General Plan Amendments and Update of VMT Standards, or Project) would amend the City of Elk Grove General Plan (General Plan) to establish the Livable Employment Area Community Plan (LEA Community Plan); update of City VMT thresholds and guidelines (VMT Update); and various other General Plan land use adjustments including amendments to the South Study Area and West Study Area; and amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b that requires preparation of a cultural resource study and protection of cultural resources for subsequent development projects.

2.1 PROJECT BACKGROUND AND HISTORY

State law requires each city and county to adopt a general plan. The City certified the City of Elk Grove General Plan Update Final EIR (General Plan EIR) and adopted the current General Plan in February 2019. The General Plan has been amended six times, twice with SEIRs for the Housing and Safety Element Update and the Southeast Industrial Area Specific Plan.

In 2019, the Elk Grove City Council directed City staff to study how to leverage the value of a planned new thoroughfare, Kammerer Road, beyond its ability to carry vehicle traffic, to lay the foundation for economic development in the form of a 21st century employment center. The charge was to connect transportation with land-use planning and design in recognition that the most economically, socially, and environmentally successful communities, which are walkable and contain a mix of uses. In January 2021, the City completed the Kammerer Road Urban Design Strategies that resulted in recommended increases in General Plan land use intensities and transportation improvements along a conceptual road corridor plan for the Promenade Parkway and Kammerer Road corridors. The City has also been exploring the establishment of the future zoo site within this area.

The City has upgraded its current Travel Demand Model from SACSIM15 to SACSIM19. This modeling update has triggered the need to reevaluate the City's VMT thresholds as set forth in General Plan Mobility Chapter (Policy MOB-1-1) and the 2019 City of Elk Grove Transportation Analysis Guidelines.

The City is a member of the Capital SouthEast Connector Joint Powers Authority (JPA), which was established to implement the 34-mile corridor known as the Capital SouthEast Connector (Connector). The Connector would connect Interstate 5 (I-5), State Route (SR) 99, SR 16, and US Highway 50. The Connector is intended to relieve traffic congestion, preserve open space, and improve roadway safety. Segment C of the Connector is a 2.7-mile section on Grant Line Road between Bond Road and Calvine Road in the City identified as the "Special Sheldon Segment." Segment A2 is a section on Kammerer Road between Bruceville Road and SR 99. The City is considering policy changes for these two segments.

2.2 PROJECT OBJECTIVES

The primary objectives of the General Plan Amendments and Update of VMT Standards Project are to:

- ▶ create a physical environment that supports the growth of 21st century employment opportunities;
- ▶ develop walkable communities with amenities that attract and retain businesses and residents;
- ▶ update the City's VMT thresholds consistent with the most recent model while maintaining consistency with the policy provisions of the Mobility Chapter of the General Plan for efficient transportation systems in the City;
- ▶ refine the requirements for General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b to improve its implementation; and
- ▶ establish design and implementation provisions for Segments A2 and C of the Capital SouthEast Connector.

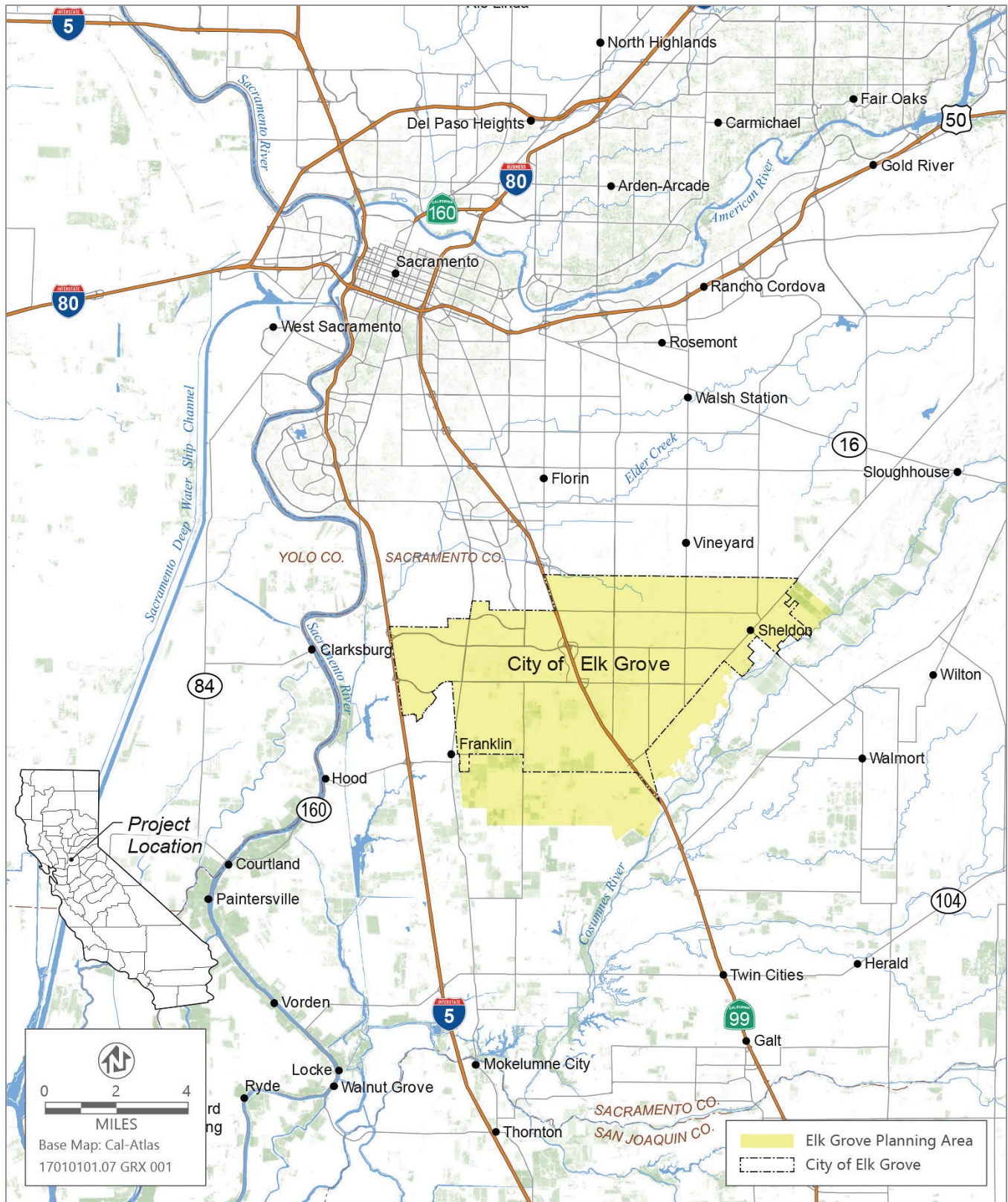
2.3 PROJECT LOCATION

The City is located in Sacramento County and consists of approximately 42 square miles within its boundary (Figure 2-1). Land uses are regulated under the City General Plan, which was comprehensively updated in 2019. The City General Plan established a Planning Area (approximately 31,238 acres) which includes all land within the current City limits as well as lands outside the City limits. Existing land uses in the City consist of residential at varying densities, commercial, office, industrial, park, and open space. Beyond the City limits, the Planning Area primarily consists of agricultural lands and rural residential uses. Nearby natural open space and habitat areas include the Stone Lakes National Wildlife Refuge and the Sacramento River to the west, the Cosumnes River Preserve to the south, and the Sacramento Regional County Sanitation District (Regional San) bufferlands to the northwest. Major roadway access to the City is provided by I-5 and SR 99.

2.4 PROJECT CHARACTERISTICS

The proposed General Plan Amendments and Update of VMT Standards consists of the following components that are described in further detail below:

- ▶ General Plan amendments for the creation of the LEA Community Plan Area,
- ▶ General Plan amendments to Update VMT thresholds and associated changes to the City Transportation Analysis Guidelines,
- ▶ Other land use plan revisions, principally in the Old Town Special Planning Area,
- ▶ Incorporation of the Grant Line Road Precise Plan into the Rural Area Community Plan,
- ▶ Amendments to adopted General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b, and
- ▶ Revisions to the South and West Study Areas in the General Plan.



Source: Ascent 2019.

Figure 2-1 Regional Location

2.4.1 Livable Employment Area Community Plan

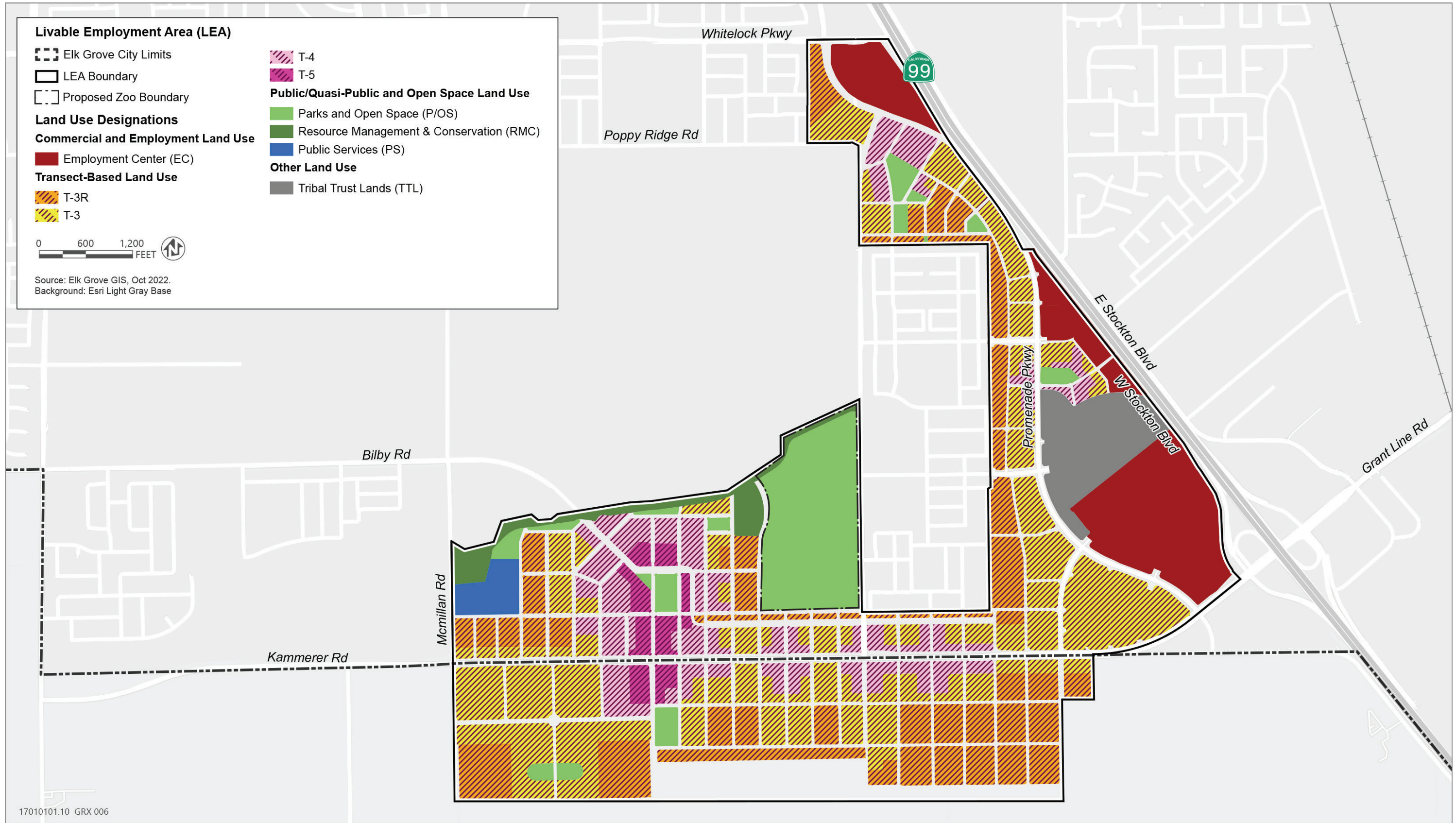
The City would develop a new community plan area, the LEA Community Plan. The LEA Community Plan covers a 1,150 acre area that would provide a walkable urban area in the City with a variety of mobility options and neighborhood streets. The LEA Community Plan area, herein referred to as the LEA Community Plan Area, is located west of SR 99, south of Whitelock Parkway along Promenade Parkway and along Kammerer Road to McMillan Road/Big Horn Boulevard to the west (Figure 2-2). The LEA Community Plan Area includes some areas that were previously part of the Southeast Policy Area (SEPA), South Pointe Land Use Policy Area, and the Lent Ranch Marketplace Policy Area. These plans areas were established prior to the 2019 General Plan Update. The Lent Ranch Land Use Policy Area would be incorporated into the LEA Community Plan as part of the Project. Additionally, the LEA Community Plan Area includes a portion of the South Study Area. Figure 2-3 shows the exiting land use designations in the LEA Community Plan Area.

The LEA Community Plan Area would be developed using the urban planning concept of the transect, which is defined as a series of zones that transition from sparse rural farmhouses to the dense urban core. The LEA Community Plan would be organized with three transects (sub-urban zone, general urban zone, and urban center zone) and around four centers (Figure 2-4). Each center would have higher densities with the areas between the centers having relatively lower intensities. The character of each center would be defined by the assemblage of diverse and dense land uses and public features such as plazas, parks, gathering spaces, and access to public transit. The centers would be developed according to proposed General Plan Policy LEA 2-4, as follows:

- ▶ Center 1 would be the most dense urban center of all the centers, a high concentration of retail centers and offices as well as higher density residential development. Buildings would range from two to seven stories, though additional height may be allowed (Figure 2-5).
- ▶ Center 2 would be considered the gateway to the LEA Community Plan Area and contain the terminus station of the light rail line. Development would include an urban style while providing a transition to the existing single family neighborhood to the north (Figure 2-6).
- ▶ Center 3 would integrate with the adjacent Sky River Casino and embrace surrounding development (Figure 2-7).
- ▶ Center 4 would have connections to important streets, including to SR 99. This center would have adjacent expansion opportunities (Figure 2-8).

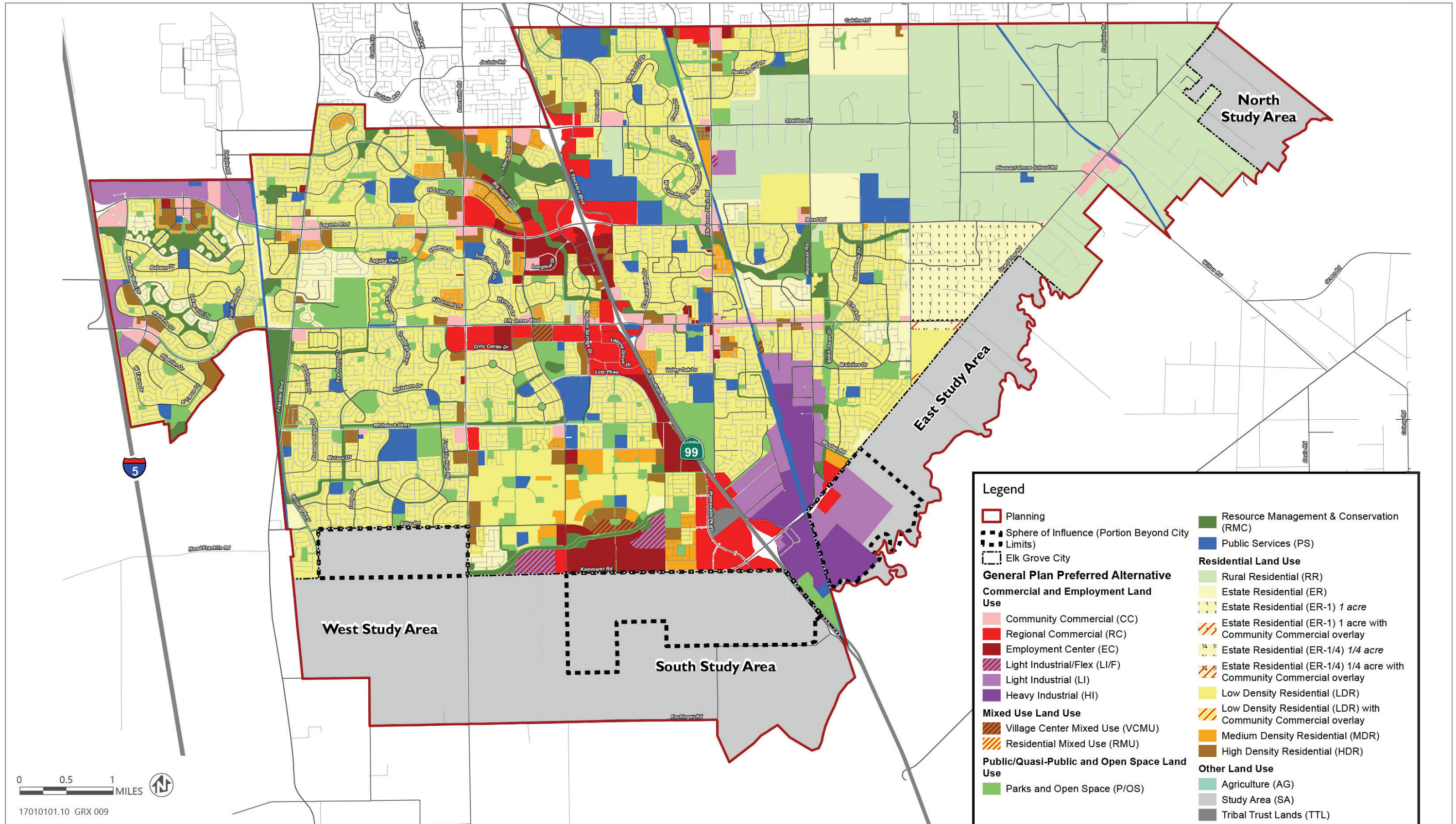
Within the LEA Community Plan Area Kammerer Road would be an urban avenue with two vehicular lanes in each direction and a 12-foot median (Figure 2-9). On each side of the roadway there would be a one-way slip lane to provide a pedestrian streetscape. New development would be designed with a street grid and all new thoroughfares would have a complete street design to allow pedestrian and bicycle infrastructure. Water and sewer infrastructure would be developed to support the LEA Community Plan Area as shown in Figures 2-10 and 2-11.

The area north of Kammerer Road and west of Lotz Parkway would be designated as Parks and Open Space (P/OS) (see Figure 2-2). This area has been identified as a potential site for the proposed development of a zoo in Elk Grove. The proposed Zoo would include zoo amenities such as exhibits, food vendors, retail, and offices. If the proposed relocation of the zoo to the City does not move forward, the site would be developed consistent to its P/OS land use designation. Environmental impacts of the proposed Zoo Project will be analyzed in a separate EIR as a distinct project.



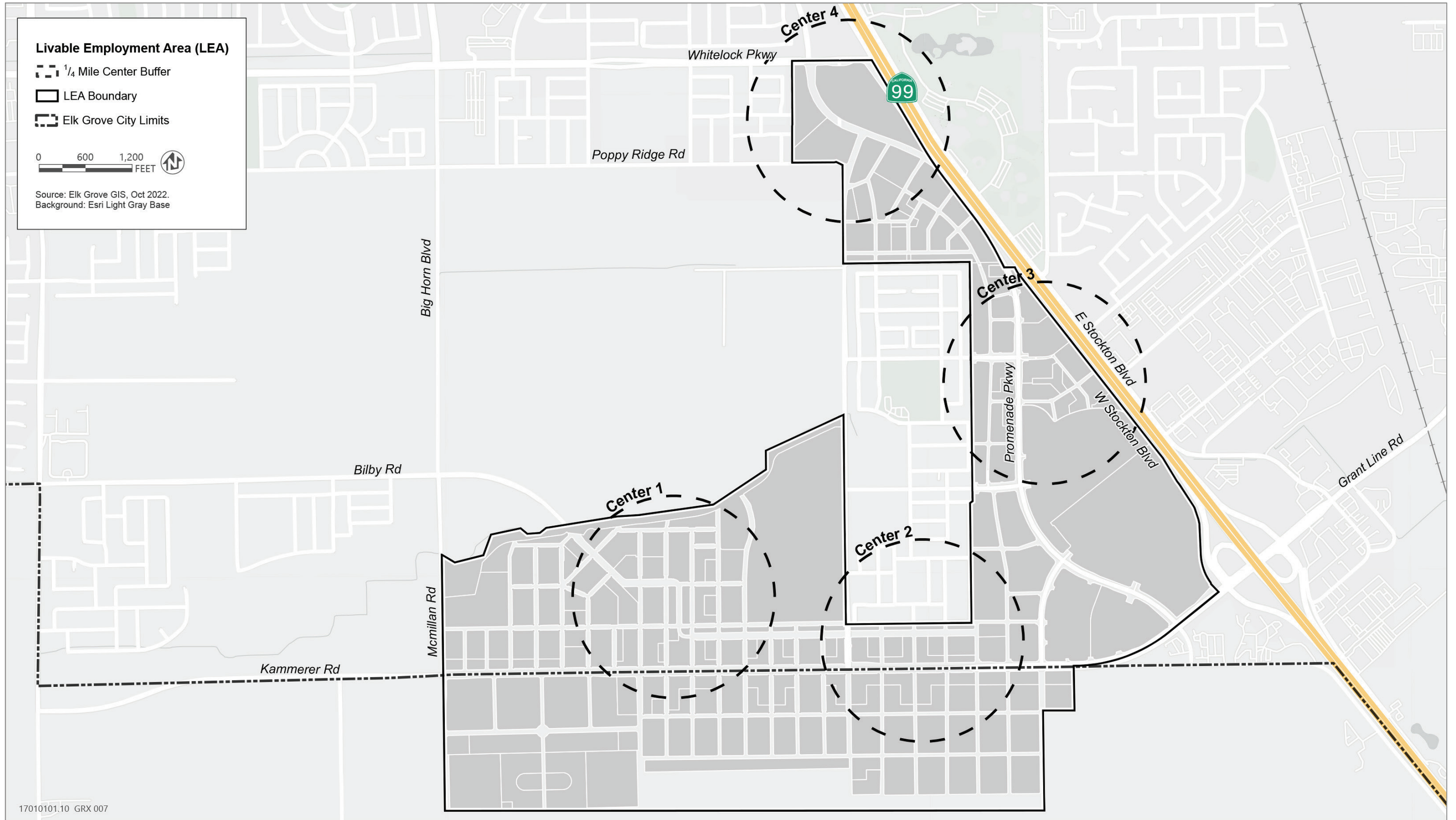
Source: City of Elk Grove 2022.

Figure 2-2 Livable Employment Land Use Area



Source: City of Elk Grove 2022.

Figure 2-3 Existing General Plan Land Use Designations



Source: City of Elk Grove 2022.

Figure 2-4 Livable Employment Area Centers



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Source: Image produced and provided by Torti Gallas + Partners in 2021.

Figure 2-5 Kammerer Road Urban Design Strategies – Center 1



Source: Image produced and provided by Torti Gallas + Partners in 2021.

Figure 2-6 Kammerer Road Urban Design Strategies – Center 2



Source: Image produced and provided by Torti Gallas + Partners in 2021.

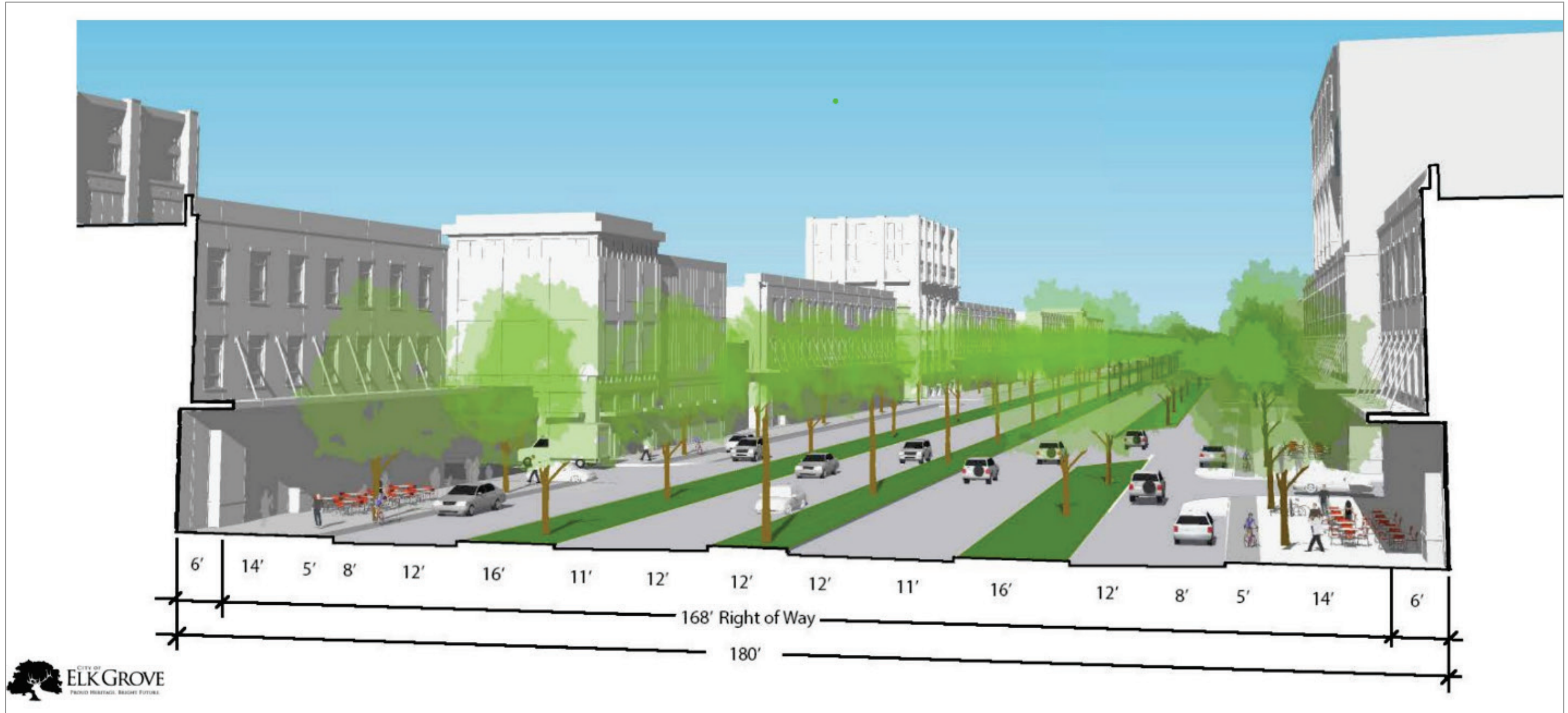
Figure 2-7 Kammerer Road Urban Design Strategies – Center 3



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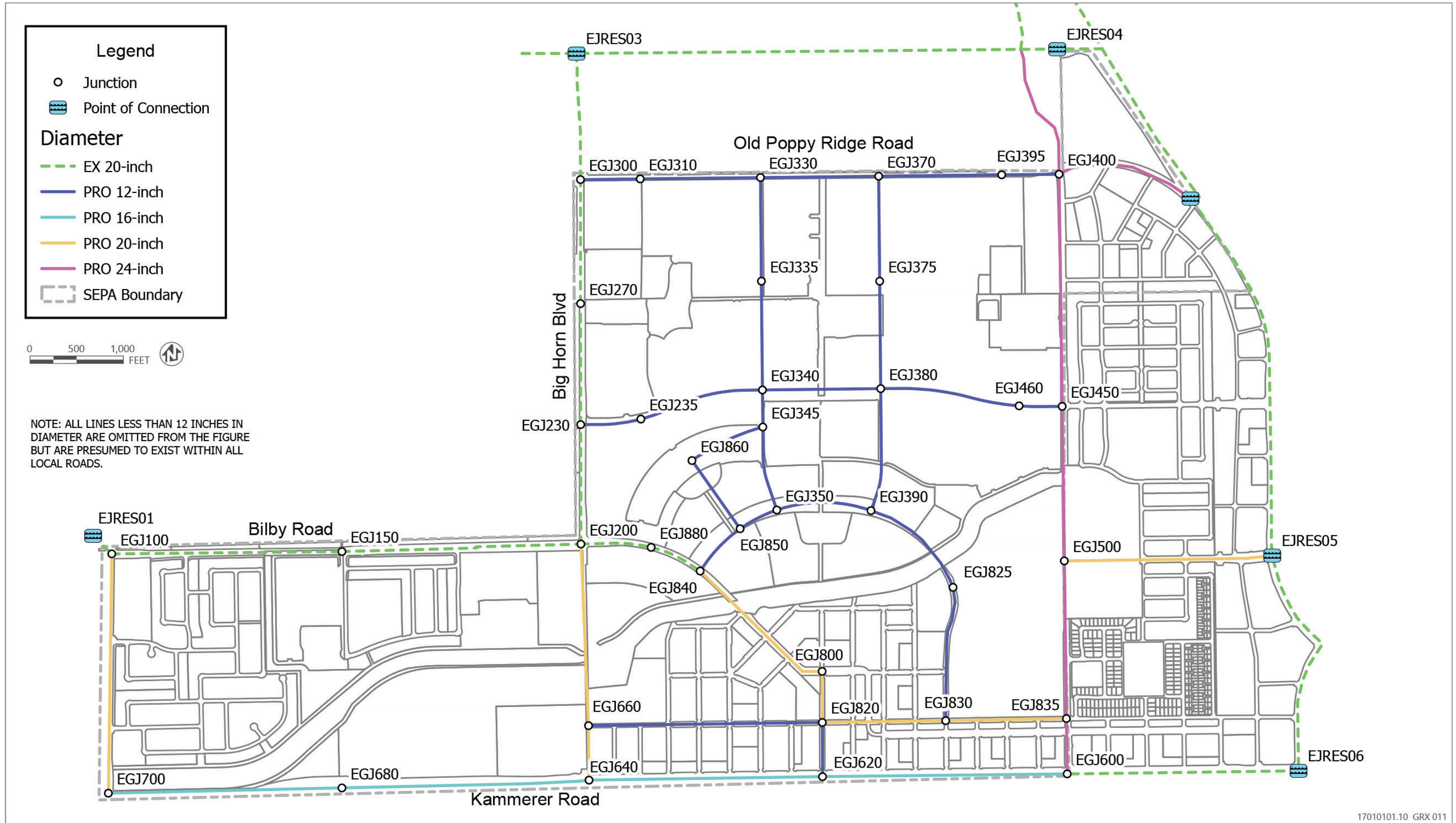
Source: Image produced and provided by Torti Gallas + Partners in 2021.

Figure 2-8 Kammerer Road Urban Design Strategies – Center 4



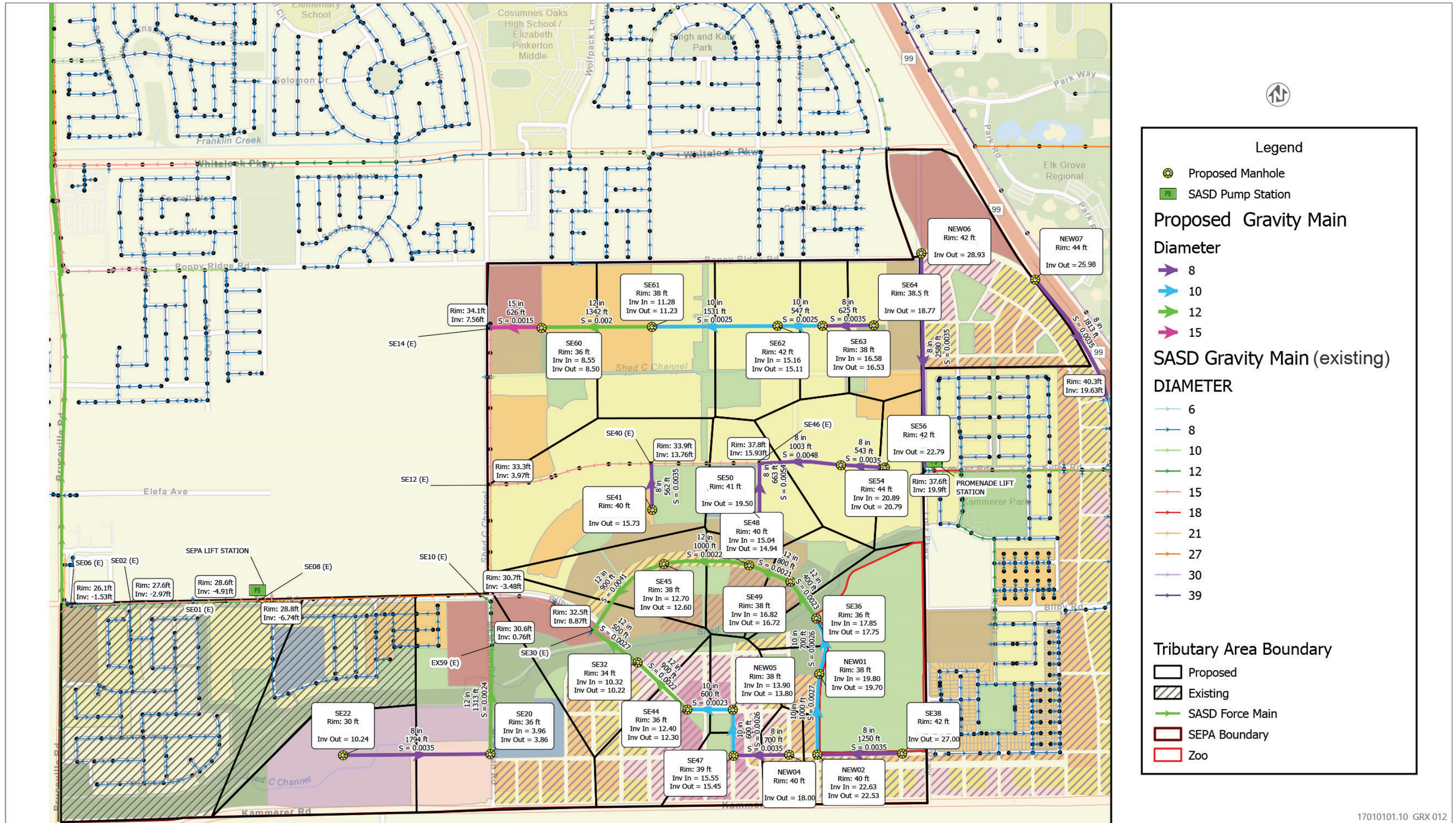
Source: Image produced and provided by Torti Gallas + Partners, City of Elk Grove 2022.

Figure 2-9 Kammerer Road Multi-way Boulevard



17010101.10 GRX 011

Figure 2-10 Proposed Water System



17010101.10 GRX 012

Source: Image prepared and provided by Wood Rodgers in 2023, adapted by Ascent Environmental in 2023.

Figure 2-11 Proposed Sewer System

LEA COMMUNITY PLAN GUIDING PRINCIPLES AND GOALS

The overarching development framework for the LEA Community Plan would follow a set of guiding principles related to urban design, land use, circulation, environmental sensitivity, and contextual compatibility. The guiding principles would direct development in the LEA Community Plan Area to distinct neighborhoods with mixed-use development patterns and multimodal connectivity. The four new centers described above would be located around transit stations and would be developed with Transit Oriented development principles. Principles related to environmental sensitivity seek to achieve a carbon neutral development and principles related to contextual compatibility would provide for connectivity and consideration of surrounding development. A list of all guiding principles for the LEA Community Plan are included in Appendix B.

The LEA Community Plan includes goals and policies that would be added to the General Plan. New and revised goals are listed below with a summary of the policies. Full policies are included in Appendix B.

GOAL LEA-1: The development of four mixed-use pedestrian-friendly centers.

- ▶ Policies are related to circulation and are intended to promote a grid of streets, extend Kammerer Road and develop a multi-way boulevard, and develop complete streets.

GOAL LEA-2: Livable employment area development.

- ▶ Policies are related to structure and organization and are intended to promote development of neighborhood areas and mixed-use centers, establish new zoning regulations, and identify the four centers (see Policy LEA 2-4 above).

GOAL LEA-3: Parking is “right-sized” for future requirements.

- ▶ Policies are intended to reduce parking requirements and promote incentives for alternative transportation.

GOAL LEA-4: Healthy and safe community.

- ▶ Policies are related to pedestrian and bicycle-oriented design and are intended to guide development of safe and accessible pedestrian and bicycle infrastructure.

GOAL LEA-5: A network of parks and open spaces integrated into the development area.

- ▶ Policies are intended to provide park and open space requirements related to size, location, and design.

GOAL RC-1: A center within the region.

- ▶ Policy revisions under this existing goal are intended to provide additional standards for development in the LEA Community Plan Area and development around Kammerer Road.

LEA COMMUNITY PLAN LAND USE DESIGNATIONS

The LEA Community Plan would include an update to the General Plan Land Use Diagram, as shown in Figure 2-2. New land use designations include transect-based land use designations to establish the pattern and intensity of development in the LEA Community Plan Area. Specific land use designations for the LEA Community Plan are shown in Table 2-1.

Table 2-1 LEA Community Plan Land Use Designations

Transect-Based Land Use Designation	Residential Density	Building Intensity	Description	Maximum Height Allowance
General Neighborhood Residential (T3-R)	Minimum: 10.0 du/ac Maximum: 20.0 du/ac	Maximum FAR of 1.0	Uses are characterized by small-lot single-family residential development (attached or detached), duplexes, townhomes, and small apartment buildings, but may also include small live-work spaces, home-offices or workspaces, and bed and breakfast inns. Limited amounts of local serving retail and small office structures, particularly at intersections, are also permitted. Buildings are typically not taller than 3 stories and are surface parked (on the side or rear of the lot), though additional height may be allowed through zoning provisions.	3 stories
Neighborhood Center Low (T3)	Minimum: 14.0 du/ac Maximum: 30.0 du/ac	Maximum FAR of 2.0	Similar uses and densities as T3-R, however, a mix of uses is permitted throughout, with no preference provided for residential uses. Buildings are typically not taller than 3 stories and are surface parked (on the side or rear of the lot), though additional height may be allowed through zoning provisions.	3 stories
Neighborhood Center Medium (T4)	Minimum: 20.0 du/ac Maximum: 40.0 du/ac	Maximum FAR of 5.0	Uses are characterized by a diverse mix of uses residential and commercial uses at higher intensities than T3. Residential building types generally include townhomes and urban apartment buildings, as well as live-work spaces. Retail, hotel, and office uses are permitted. Buildings are typically not taller than 5 stories (though additional height may be allowed through zoning provisions) and may have a mix of garage and or surface parking in the rear of the lot or the middle of the block, screened from view.	5 stories

Transect-Based Land Use Designation	Residential Density	Building Intensity	Description	Maximum Height Allowance
Neighborhood Center High (T5)	Minimum: 40.0 du/ac Maximum: 100.0 du/ac	Maximum FAR of 7.0	Includes a diverse mix of uses at higher intensities than T4. Many individual buildings may have a mix of uses. Residential building types generally include apartment buildings as well as live-work spaces. Retail and Office uses as are hotels. Buildings are typically not taller than 7 stories (though additional height may be allowed through zoning provisions) and will have parking in garages that are screened from view or below ground.	7 stories

Notes: Du/ac = dwelling units per acre; FAR = Floor Area Ratio

LIVABLE EMPLOYMENT AREA FORM-BASED CODE

The form based code developed for the LEA Community Plan would carry out the policies of the General Plan by classifying and regulating the uses the land and structures with within the LEA Community Plan Area. A form based code is a type of development regulation that prioritizes that prioritizes the form of buildings, rather than the use within them. This contrasts with traditional zoning regulations, which tend to be more use-based. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

The mix of uses and building heights for each land use proposed in the LEA are included in Table 2-1. Parcels would be landscaped to conserve water with water efficient irrigation systems and hardscape would be semipermeable. Each area of landscaping in the LEA Community Plan Area would have a minimum interior width of 15 feet with protective curbing, except where stormwater discharge would be necessary. Lawns would be limited to 20 percent of the total landscaped area. Street trees would be planted in the public right-of-way. Multi-family or nonresidential development would be required to adhere to lighting standards in the form based code for the LEA Community Plan. Lighting would be limited to a maximum height of 16 feet, energy efficient, and directed downward.

GENERAL PLAN BUILDOUT PROJECTIONS

The General Plan designates land uses defining the type of development that can occur throughout the City through buildout of the geographic extents of the General Plan (the General Plan Planning Area). Development of the LEA Community Plan and an increase in the maximum residential density from 40 to 80 dwelling units per acre for the Village Center Mixed Use land use designation would increase buildout projections for dwelling units, population, and employment (Table 2-2). Based on the number of new dwelling units projected under buildout of the LEA Community Plan, full buildout of the General Plan would result in an additional estimated 1,851 new dwelling units, 5,979 more persons, and a reduction of 3,540 jobs in the City as compared to the existing General Plan. The number of dwelling units and population projections would decrease in the South Study Area under buildout of the General Plan with the implementation of the LEA Community Plan, while employment opportunities would increase. In the West Study Area the number of dwelling units and population would increase, while employment opportunities would decrease under buildout of the General Plan with the implementation of the LEA Community Plan. The Project would not result in any changes in buildout projections in the North Study Area or East Study Area.

Table 2-2 General Plan Development Capacity

	Existing General Plan			General Plan Amendment		
	Dwelling Units	Population ¹	Employment (Jobs)	Dwelling Units	Population ¹	Employment (Jobs)
General Plan Total	102,865	332,254	127,463	104,716	338,233	123,923
City Limits	72,262	233,406	81,784	76,906	248,406	72,788
Study Areas Subtotal	30,603	98,848	45,679	27,810	89,826	51,135
North Study Area	323	1,043	0	323	1,043	0
East Study Area	4,806	15,523	9,183	4,806	15,523	9,183
South Study Area	16,250	52,488	30,367	12,320	39,764	36,332
West Study Area	9,224	29,794	6,1295	10,361	33,466	5,620

Note: numbers may not sum due to rounding

¹ Based on 3.23 persons per household, average

Source: City of Elk Grove 2022, Appendix B.

2.4.2 General Plan Amendments for VMT

The General Plan would be updated to include revisions to Chapter 6, Mobility to incorporate results of the upgraded Travel Demand Model to SACSIM19. EGSIM20 is the City of Elk Grove Travel Demand Model, which is a modified version of the Sacramento Area of Governments SACIM19 Travel Demand Model. Relative to SACSIM19, EGSIM20 includes calibration refinements to the base year (2020) model to include more detailed traffic analysis zones, roadway network updated Internal-External and External-Internal (I-X and X-I) travel for the SR 99 and I-5 model gateways, and an update to the base year land use inputs in the City to 2020 conditions. The model was then validated to year 2020 pre-pandemic conditions. The future EGSIM20 model represents General Plan buildout for the City and land uses and transportation projects for the region as included in the 2020 Metropolitan Transportation Plan and was refined to include several planned developments, such as the LEA Community Plan. Additional details regarding the traffic model updates are available in Appendix C.

Specifically, the VMT limit in General Plan Table 6-1 and Table 6-2 under Policy MOB-1-1, would be revised to reflect the new model. General Plan Table 6-1 includes the daily VMT limits for projects to achieve a 15 percent below existing (2015) conditions. Updated VMT limits by land use designation are shown in Table 2-3. Cumulative total daily VMT would also be updated as part of the Project. New development projects would need to demonstrate that cumulative VMT within the City for a future project would be less than or equal to the revised cumulative limit of 8,035,140 total daily VMT, which is 1,667,307 above the current cumulative daily VMT in the General Plan of 6,367,833 as a result of proposed General Plan land use designation changes described in this Chapter. General Plan Table 6-2 would be updated to include cumulative development in Study Areas, as shown in Table 2-4. As discussed in the Transportation chapter later in this Draft SEIR, a direct comparison between the existing and proposed VMT thresholds is not possible because of the characteristics of either travel demand model.

Table 2-3 Vehicle Miles Traveled Limits by Land Use Designation

Land Use Designation	VMT Limit (daily per service population)		
	2019 General Plan	Proposed VMT Limit Update	Change in VMT (2019 General Plan – Project)
Commercial and Employment Land Use Designations			
Community Commercial (CC)	41.6	29.4	12.2
Regional Commercial (RC)	44.3	29.4	14.9
Employment Center (EC)	47.1	19.3	27.8
Light Industrial/Flex (LI/FX)	24.5	24.2	0.3
Light Industrial (LI)	24.5	24.2	0.3
Heavy Industrial (HI)	39.5	23.4	16.1
Mixed Use Land Use Designations			
Mixed Use Village Center (VCMU)	41.6	18.6	23.0
Residential Mixed Use (RMU)	21.2	19.7	1.5
Transect Based-Land Use Designations			
General Neighborhood Residential (T3-R)	NA	21.2	-
Neighborhood Center Low (T3)	NA	20.0	-
Neighborhood Center Medium (T4)	NA	21.1	-
Neighborhood Center High (T5)	NA	17.0	-
Public/Quasi Public and Open Space Land Use Designations			
Parks and Open Space (P/OS)	NA ¹	NA ¹	-
Resource Management and Conservation (RMC)	NA ¹	NA ¹	-
Public Services (PS)	NA	19.3	-
Residential Land Use Designations			
Rural Residential (RR)	34.7	25.0	9.7
Estate Residential (ER)	49.2	22.2	27.0
Low Density Residential (LDR)	21.2	20.2	1.0
Medium Density Residential (MDR)	20.9	19.6	1.3
High Density Residential (HDR)	20.6	18.6	2
Other Land Use Designations			
Agriculture (AG)	34.7	25.2	9.5
Study Areas	NA ²	NA ²	-
Tribal Trust Lands	NA ³	NA ³	-

Notes: VMT = vehicle miles traveled. VMT limit is 85% of average base year VMT per service population for parcels with land use designations. VMT limit is average buildout VMT per service population for parcels with land use designations.

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

² Lands within the Study Areas shall be analyzed based upon their ultimate land use designation, not the interim "Study Area" designation.

³ Tribal Trust Lands are exempt from VMT analysis as they are not subject to City policy

Source: Information provided by Fehr & Peers in 2023.

Table 2-4 Study Area Total Vehicle Miles Traveled Daily Limits

Study Area	VMT Limit (Total VMT at Buildout)	
	2019 General Plan	Proposed VMT Limit Update
City	6,367,833	8,039,802
North Study Area	37,622	27,132
East Study Area	420,612	574,028
South Study Area	1,311,107	1,769,671
West Study Area	705,243	751,049

Note: Total VMT refers to VMT based on all trips that have one end in a specific location. This is calculated using model origin – destination trip matrix. Fully accounts for entire trip length within SACOG region.

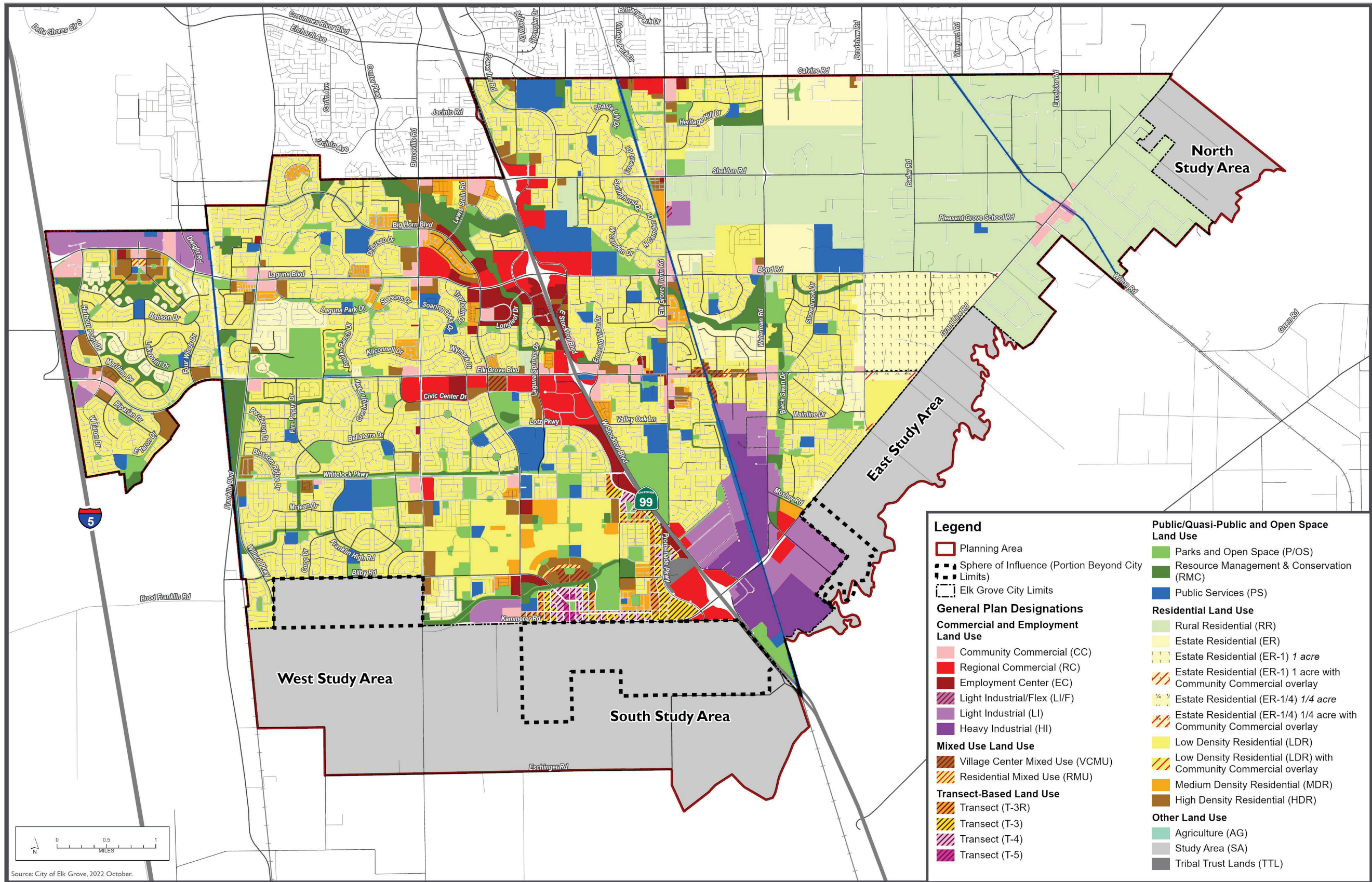
Source: Information provided by Fehr & Peers in 2023.

As shown in Table 2-3 VMT limit by land use designation under the Project would be reduced as compared to the 2019 General Plan, which used the SACSIM15 model to estimate VMT. However, the changes in VMT are not comparable to the VMT estimates in the General Plan because the revised VMT estimates are from a refined version of the model. The changes in VMT limits shown in Table 2-4 are also due to the changes in calculation methodology from the new model. In addition to VMT updates in the General Plan the Project would revise the 2019 City of Elk Grove Transportation Analysis Guidelines for consistency with the General Plan amendments. Revisions to the Transportation Analysis Guidelines would include VMT projections from the Travel Demand Model version SACSIM19 and a revised screening map.

2.4.3 Other General Plan Updates

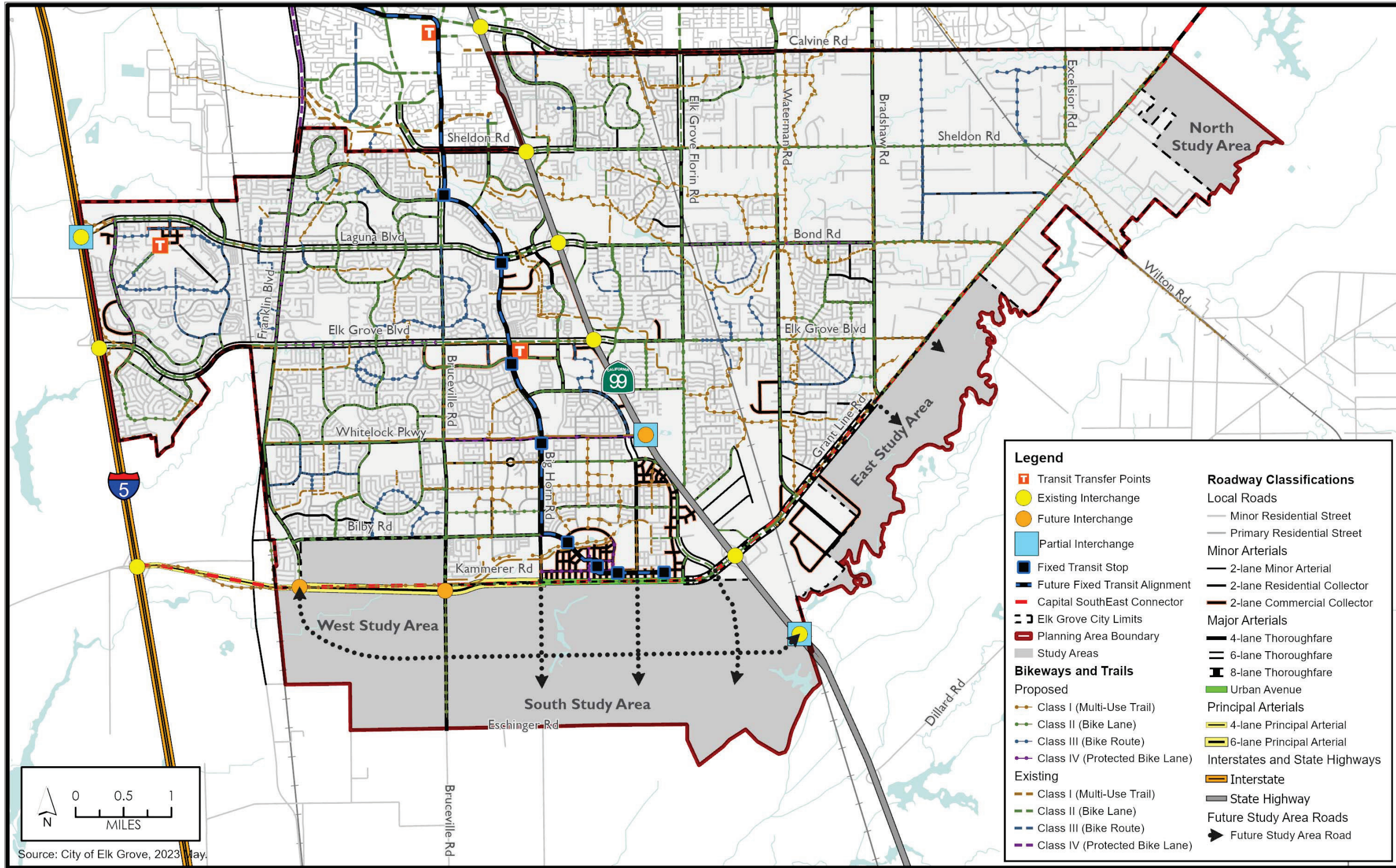
GENERAL PLAN LAND USE DESIGNATION AMENDMENTS

Amendments to the General Plan include land use changes, specifically in the Old Town Policy Area (OTPA), to promote more mixed-use development. The existing General Plan land uses in the Old Town included mainly commercial and high density residential. Land uses would be updated to encourage retail and commercial uses in proximity to similar enterprises in Old Town with surrounding housing consistent with General Plan policy provisions. Old Town Policy Area proposed land use designations (as well as proposed land use designation changes for the LEA) are shown on Figure 2-12. The Old Town Elk Grove Special Plan Area guidelines and land use provisions are planned to be updated by the City under a future separate process. The Transportation Plan of the General Plan, including the Roadway Sizing Diagram, would also be updated as illustrated in Figure 2-13.



Source: City of Elk Grove 2022.

Figure 2-12 Proposed Project Land Use Designations



Source: City of Elk Grove 2022.

Figure 2-13 Proposed Project Transportation Plan

SOUTHEAST CONNECTOR

Grant Line Road Precise Roadway Study

The Grant Line Road Precise Roadway Study (Precise Study) was prepared to determine the preparation of geometric layouts, identification of right-of-way impacts, cost estimates, consideration of public comments, and a comparison of alternatives for the Segment C of the Connector. The Project would incorporate the Grant Line Road Precise Roadway Study into the Rural Area Community Plan. Rural Area Community Plan Policy RA-3-4, under Goal RA-3, would be modified to include language that the City shall implement the Grant Line Road Precise Study. In addition, a new figure, Figure RA-2, that illustrates the preferred alignment for Segment C would be added to the Rural Area Community Plan (see Figure 2-13).

The preferred geometric layouts included in the Precise Study to be incorporated into the Rural Area Community Plan via Policy RA-3-4 are to be utilized by the City when considering a potential future project. Alternatives analyzed in the Precise Study include alternatives for signal and roundabout traffic control at intersections (see Figure 2-14). All alternatives include intersection controls at Bond Road, Wilton Road, Aleilani Lane, Sheldon Road, and Calvine Road. One additional intersection control was considered at either Graybill Road or Bradley Ranch Road. Signal and roundabout alternatives are included below.

Signal Alternatives:

- ▶ Alternative 1A: signals at each intersection, with an additional signal at Graybill Road
- ▶ Alternative 1C: signals at each study intersection, with an additional signal at Bradley Ranch Road

Signal alternatives would provide 12-foot lanes, 14-foot to 7-foot raised medians, 6-foot outside shoulders, and a separated 10-foot multi-use path on the west side of Grant Line Road. Signals would be provided at six intersections with required turn lanes to accommodate forecasted traffic to acceptable operations. Signal alternatives would require the acquisition of properties with commercial businesses located at the corner of Grant Line Road and Pleasant Grove School Road and at Grant Line Road north of Wilton Road.

Roundabout Alternatives:

- ▶ Alternative 2A: roundabouts at each intersection, with an additional roundabout at Graybill Road
- ▶ Alternative 2C: roundabouts at each intersection, with an additional roundabout at Graybill Road, and a realignment of Wilton Road and relocation of the Wilton Road intersection
- ▶ Alternative 2A/2D: roundabouts at each study intersection, with an additional roundabout at Bradley Ranch Road
- ▶ Alternative 2C/2D: roundabouts at each study intersection, with an additional roundabout at Bradley Ranch Road, and a realignment of Wilton Road and relocation of the Wilton Road intersection

Each roundabout would have the same lane configuration/cross-section between intersections as the signalized alternatives. Within the commercial zone, the median would be reduced to 4 feet and the multi-use path to 8 feet to reduce the right-of-way impacts. The Wilton Road intersection would be reconfigured. A roundabout would require right-of-way acquisition from the existing two fuel stations at the intersection of Grant Line Road. Additionally, the parking lots in front of the shopping center and restaurants on the west side near this intersection would likely need to be combined to maintain access to the businesses.

Kammerer Road Segment

Segment A2 of the SouthEast Connector includes Kammerer Road from Bruceville Road to SR 99 and is within the LEA Community Plan Area. The Project would revise the configuration of Segment A2 along Kammerer Road currently described in the General Plan.

Kammerer Road (Segment A2) from Big Horn to just east of Lotz Parkway would be an urban avenue with two vehicular lanes in each direction and a 12-foot median (Figure 2-9). On each side of the roadway there would be a

one-way slip lane to provide a pedestrian streetscape. The roadway design would be refined to increase compatibility with each of the subareas through which the roadway would pass.

2.4.4 Amendments to General Plan Mitigation Measure MM 5.5.1a and MM 5.5.1b

General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b require subsequent development projects in the Planning Area to prepare a detailed cultural resources study of the subject property and protect cultural resources. Mitigation Measure MM 5.5.1a and MM 5.5.1b would be revised as follows with changes shown in ~~strikeout~~ and underline:

Mitigation Measure MM 5.5.1a

Prior to the approval of subsequent development projects in the Planning Area, the City shall determine the level of archaeological sensitivity based on the previously prepared confidential archaeological sensitivity map in combination with the level of previous disturbance of the project area and anticipated level of ground disturbance, as shown below.

	<u>Developed, proposed ground disturbance less than 24"</u>	<u>Not previously developed, proposed ground disturbance less than 24"</u>	<u>Developed, proposed ground disturbance more than 24"</u>	<u>Not previously developed, proposed ground disturbance below 24"</u>
<u>low area of archaeological sensitivity</u>	<u>minimum investigation</u>	<u>minimum investigation</u>	<u>minimum investigation</u>	<u>moderate investigation</u>
<u>medium area of archaeological sensitivity</u>	<u>minimum investigation</u>	<u>moderate investigation</u>	<u>moderate investigation</u>	<u>intensive investigation</u>
<u>high area of archaeological sensitivity</u>	<u>moderate investigation</u>	<u>intensive investigation</u>	<u>intensive investigation</u>	<u>intensive investigation</u>

- ▶ Minimum Investigation: Implement Mitigation Measure 5.5-1a(1).
- ▶ Moderate Investigation: Implement Mitigation Measure 5.5-1a(1) and (2).
- ▶ Intensive Investigation: Implement Mitigation Measure 5.5-1a(1), (2), and (3).

~~detailed cultural resources study of the subject property shall be conducted by the applicant and peer reviewed by the City. The cultural resources study shall identify, evaluate, and mitigate impacts to cultural resources as defined by CEQA and/or the NHPA. Mitigation methods to be employed include, but are not limited to, the following:~~

- ~~• Redesign of the project to avoid the resource. The resource site shall be deeded to a nonprofit agency to be approved by the City for maintenance of the site.~~
- ~~• If avoidance is determined to be infeasible by the City, the resource shall be mapped, stabilized, and capped pursuant to appropriate standards.~~
- ~~• If capping is determined infeasible by the City, the resource shall be recovered to appropriate standards~~

Mitigation Measure 5.5.1b

- 1) Unless the project qualifies for part (2) below, no cultural resources study shall be required as part of the project consideration. If cultural resources archaeological materials or tribal cultural resources are discovered during grading or construction activities within the project site Planning Area, work shall halt immediately within 50 feet of the discovery, the Planning Division Department shall be notified, and a qualified professional shall be retained. As related to archaeological materials, a professional archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards in archaeology shall be retained to determine the significance of the discovery. As related to tribal cultural resources, a “qualified professional” consists of the geographically and culturally affiliated tribe.

If resources are determined to be potentially significant, the City shall require the preparation of a treatment plan and report of findings for cultural archaeological and tribal cultural resources by a qualified professional. The City and the applicant shall consult and agree to implement all measures the City deems feasible. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The applicant shall be required to implement measures necessary for the protection and documentation of cultural archeological and tribal cultural resources.

- 2) A detailed cultural resources study of the subject property shall be conducted by either the City or the applicant and then peer reviewed by the City. The report shall include a records search of the North Central Information Center, the Native American Heritage Commission, tribal outreach, and a pedestrian field survey. The cultural resources study shall identify, evaluate, and mitigate impacts to cultural archaeological and tribal cultural resources as defined by CEQA and/or the NHPA. Mitigation methods to be employed include, but are not limited to, the following:
 - ▶ Redesign of the project to avoid the resource. The resource site shall be deeded to a nonprofit agency to be approved by the City for maintenance of the site.
 - ▶ If avoidance is determined to be infeasible by the City, the resource shall be mapped, stabilized, and capped pursuant to appropriate standards.
 - ▶ If capping is determined infeasible by the City, the resource shall be recovered to appropriate standards.
- 3) Prior to the start of any ground disturbing activities, a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists shall be retained to develop a construction worker awareness brochure. This brochure shall be distributed to all construction personnel and supervisors who will have the potential to encounter cultural resources. The topics to be addressed in the Worker Environmental Awareness Program will include, at a minimum:
 - ▶ types of cultural resources expected in the project area;
 - ▶ what to do if a worker encounters a possible resource;
 - ▶ what to do if a worker encounters bones or possible bones; and
 - ▶ penalties for removing or intentionally disturbing cultural resources, such as those identified in the Archeological Resources Protection Act.

Mitigation Measure MM 5.5.1b

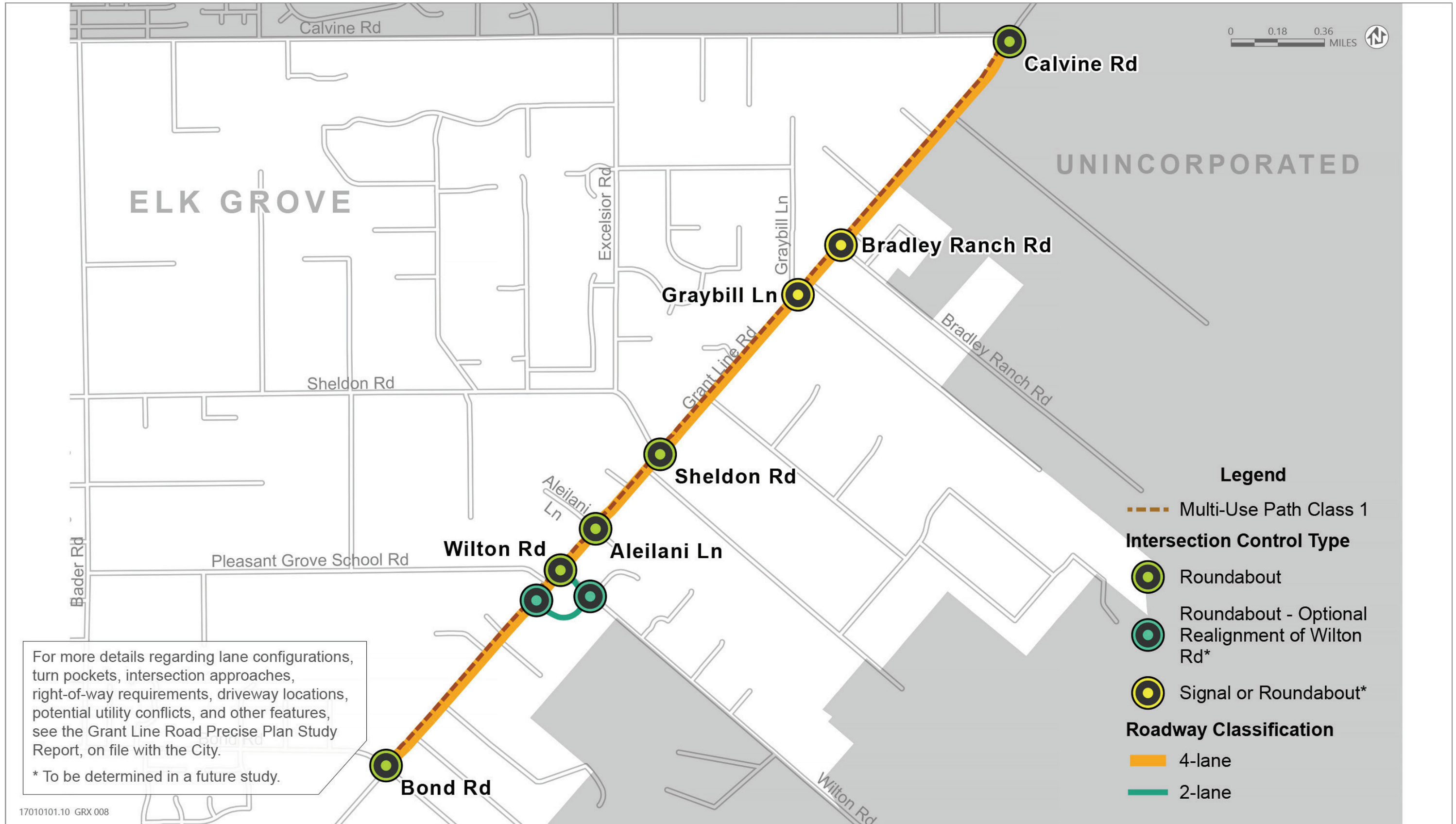
As part of the development review process for projects involving modification to existing buildings and structures, require all affected buildings and structures over 50 years of age to be evaluated for historical significance, using the significance criteria set forth for historic resources under CEQA Guidelines Section 15064.5, which are also criteria for listing in the Elk Grove Register of Historic Resources, contained in Section 7.00.050 of the Municipal Code. For buildings or structures that do not meet the CEQA criteria for historical resource, no further mitigation is required.

If the building or structure can be preserved on site, but remodeling, renovation or other alterations are required, this work shall be conducted in compliance with the "Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings" (Weeks and Grimmer 1995).

If a significant historic building or structure is proposed for demolition, the City shall ensure that a qualified architectural historian thoroughly documents the building and associated landscaping, if applicable, and setting. Documentation shall be to the applicable level (short form, Level 1, Level II, or Level III) of Historic American Building Survey or Historic American Engineering Record documentation. This is consistent with Section 700.080(B)(5) of the Elk Grove Municipal Code. A copy of the record shall be deposited with the City, Elk Grove Historical Society, and the North Central Information Center, at minimum. The record shall be accompanied by a report containing site-specific history and appropriate contextual information.

2.4.5 Revisions to South and West Study Areas

The Project includes revisions to the land use district program standards for both the South and West Study Areas. The South Study Area would serve as the second phase of the LEA that would build off development to the north. The land use district designations would be adjusted to increase industrial development with transitional neighborhoods and high density residential development. The West Study Area would include additional high density residential development, and rural and estate residential development. Medium density residential development, public services, and employment center development would be slightly reduced. The revised land use district program standards for the South and West Study Areas are shown in Tables 2-6 and 2-7, respectively. There are no changes proposed to the land use diagrams for the South and West Study Areas. Land use designations in Table 2-5 and Table 2-6 are intended to occur within the percentage ranges listed. If the land uses are required to be adjusted to support other land uses and meet the City's regional housing needs allocation the other percentages would be adjusted to achieve an appropriate development pattern.



Source: City of Elk Grove 2022.

Figure 2-14 Grant Line Rd Precise Roadway Study

Table 2-5 South Study Area Use District – Revised Program Standards

Land Use District	Designations Allowed in District	Desired Land Use Range (Percent)	Desired Land Use Range (Acres)
Activity District	Community Commercial (CC)	2-5	75-185
	Regional Commercial (RC)	2-5	75-185
	Employment Center (EC)	3-5	110-185
	Light Industrial/Flex (LI/FX)	20-25	735-920
	Light Industrial (LI)	20-25	735-920
	Heavy Industrial (HI)	20-25	735-920
	General Neighborhood Residential (T3-R)	3-4	110-185
	Neighborhood Center Low (T3)	3-4	110-185
	Neighborhood Center Medium (T4)	2-3	75-110
	Neighborhood Center High (T5)	2-3	75-110
	High Density Residential (HDR)	1-3 ^a	35-110
Public Services (PS)	1-3 ^b	35-110	
Residential Neighborhood District	Community Commercial (CC)	1-2	35-75
	Rural Residential (RR)	30-45	35-75
	Estate Residential (ER)	30-45	35-75
	Low Density Residential (LDR)	30-45	1,100-1,650
	Medium Density Residential (MDR)	3-5	110-185
	High Density Residential (HDR)	5-8 ^a	185-295
	Parks and Open Space (P/OS)	5-10 ^b	185-370
	Public Services (PS)	3-8 ^b	110-295
Open Space/Conservation District	Resources Management and Conservation (RMC)	5-10 ^c	180-370
	Public Services (PS)	0-1 ^b	0-35

^a percent of land use or as needed to meet regional housing needs allocation

^b percent of land use or as needed to support other land use

^c percent of land use or as needed to meet resource conservation standards and/or to provide floodplain buffer

Source: Elk Grove General Plan, Table 4-3.

Table 2-6 West Study Area Use District – Revised Program Standards

Land Use District	Designations Allowed in District	Desired Land Use Range (Percent)	Desired Land Use Range (Acres)
Activity District	Community Commercial (CC)	1-3	20-60
	Employment Center (EC)	3-5	60-100
	High Density Residential (HDR)	5-8 ^a	110-150
Residential Neighborhood District	Community Commercial (CC)	1-3	20-60
	Rural Residential (RR)	50-60	950-1,150
	Estate Residential (ER)	50-60	950-1,150
	Low Density Residential (LDR)	50-60	950-1,150
	Medium Density Residential (MDR)	8-10	150-190
	High Density Residential (HDR)	3-5 ^a	60-100
	Parks and Open Space (P/OS)	8-15 ^b	150-290
	Public Services (PS)	5-8 ^b	100-150
Open Space/Conservation District	Resources Management and Conservation (RMC)	2-8 ^b	40-150
	Public Services (PS)	2-8 ^b	40-150

^a percent of land use or as needed to meet regional housing needs allocation

^b percent of land use or as needed to support other land use

^c percent of land use or as needed to meet resource conservation standards and/or to provide floodplain buffer

Source: Elk Grove General Plan, Table 4-4.

2.5 PROJECT APPROVALS

The following actions would occur as part of this Project:

- ▶ Amend the City's General Plan to include the LEA Community Plan Area;
- ▶ Amend City's General Plan to include revisions to Mobility Policy MOB-1-1;
- ▶ Amend the City's Transportation Analysis Guidelines to include revisions to VMT thresholds and the screening map;
- ▶ Amend land use designations for the Old Town Policy Area;
- ▶ Amend the Rural Area Community Plan to include the Grant Line Road Precise Roadway Study; and
- ▶ Amend General Plan EIR Mitigation Measure MM 5.5.1a and MM 5.5.1b.