

**RESOLUTION NO. 2015-047**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE  
ADOPTING A GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT,  
AND SPECIFIC PLAN AMENDMENT  
GENERAL PLAN AMENDMENT 15-1**

**WHEREAS**, on November 19, 2003, the City Council adopted Resolution 2003-217 adopting the General Plan of the City of Elk Grove as required by State law; and

**WHEREAS**, Section 65358(b) of the California Government Code limits the City to four (4) General Plan amendments annually; and

**WHEREAS**, for this reason, and to accommodate development, the City will consolidate General Plan Amendments as one amendment approval, to be brought back to the City Council at a future time; and

**WHEREAS**, the City Council held duly noticed public hearings as required by law to consider all of the information presented by staff and public testimony presented in writing and at the meeting; and

**WHEREAS**, on March 11, 2015, the City Council adopted Resolution No. 2015-041, finding the Southeast Policy Area (SEPA) Amendment 1 Project exempt from CEQA pursuant to State CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations); and

**WHEREAS**, on March 11, 2015, the City Council adopted Resolution No. 2015-044, finding the proposed amendments for the Elk Grove Florin Road Property exempt from CEQA pursuant to State CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations); and

**WHEREAS**, on March 11, 2015, the City Council adopted Resolution No. 2015-045, finding the proposed amendments to the General Plan and Corresponding Rezones exempt from CEQA pursuant to State CEQA Guidelines Section 15061(b)(3) (General Rule); and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Elk Grove hereby adopts the following:

A. The General Plan is amended as provided in Exhibit A based upon the following findings:

Finding: The General Plan Amendment is consistent with the goals and policies of the Elk Grove General Plan.

Evidence – SEPA Amendment 1: The proposed General Plan amendment would update the land use figures of the Plan to reflect the ultimate alignment of Lotz Parkway. This change is internally consistent with the General Plan as it only relates to the Southeast Policy Area and Laguna Ridge Specific Plan and does not affect other policy areas of the General Plan. Specifically, no changes are

necessary to the Circulation Element as the alignment of roadways is substantially similar, illustrating a curve in the roadway and matching the connection points with surrounding development. The amendment is necessary for contiguity of land uses along a future arterial roadway, consistent with General Plan focused Goal 1-9, which calls for a pattern of land use which enhances the community character,...[and] which provides for transit.

Evidence - Elk Grove Florin Road Property and Other Amendments: The proposed amendments to the General Plan are of benefit to the City as they recognize recent regional planning activities and ensure facilities and services provide for the needs of residents and businesses. These changes are internally consistent with the General Plan as they included the necessarily corollary amendments between the various elements to support the changes.

B. Relative to the Southeast Policy Area Amendment 1 Project, the Southeast Policy Area Community Plan is amended as provided in Exhibit B based upon the following findings:

Finding: The amendment to the Community Plan is consistent with the General Plan goals, policies, and implementation programs.

Evidence: The proposed amendment to the Community Plan is consistent with the goals and policies of the General Plan because it implements the corresponding General Plan Amendment. The amendment is necessary for contiguity of land uses along a future arterial roadway, consistent with General Plan focused Goal 1-9, which calls for a pattern of land use which enhances the community character,...[and] which provides for transit.

Finding: The amendment to the community plan is internally consistent to the community plan.

Evidence: The amendment to the Southeast Policy Area Community Plan maintains internal plan consistency as it relates to a roadway alignment and does not reduce the amount of employment land uses from that identified at the time of adoption of the Community Plan.

C. Relative to the Southeast Policy Area Amendment 1 Project, the Laguna Ridge Specific Plan is amended as provided in Exhibit C based upon the following findings:

Finding: The Project is consistent with the General Plan goals, policies, and implementation programs.

Evidence: The proposed amendment to the Specific Plan is consistent with the goals and policies of the General Plan because it implements the corresponding General Plan Amendment. The amendment is necessary for contiguity of land uses along a future arterial roadway, consistent with General Plan focused Goal 1-9, which calls for a pattern of land use which enhances the community character,...[and] which provides for transit.

Finding: The project is consistent with the goals and policies of the Laguna Ridge Specific Plan.

Evidence: The amendment to the Laguna Ridge Specific Plan maintains internal plan consistency as it relates to a roadway alignment.

Finding: The amendment will benefit the Specific Plan Area and/or the City.

Evidence: The amendment will benefit the City by providing an effective roadway design consistent with the City's Improvement Standards and best engineering practices, ensuring the safe and efficient movement of vehicles in and around the subject area.

Finding: The amendment will not adversely affect adjacent properties and can be properly serviced.

Evidence: The subject properties will remain developable after the proposed amendment. Specifically, the remaining residential properties will be accessible from street stubs planned as part of the Madeira East subdivision (EG-03-481/EG-13-020). The area transferred to the Southeast Policy Area will be able to be effectively developed consistently, and integrated, with the directly adjoining property.

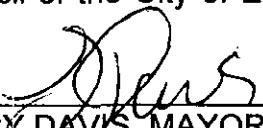
Finding: Significant changes to the character of the community have occurred subsequent to the adoption of the Specific Plan which warrants the amendments.

Evidence: The City has completed the Southeast Policy Area Strategic Plan and has investigated the necessary alignment for Lotz Parkway. The ultimate alignment for Lotz Parkway requires the adjustment of the Laguna Ridge land plan in order to ensure proper planning.

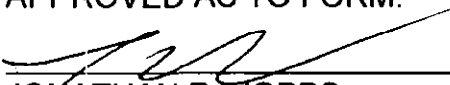
Finding: Where applicable, the physical constraints of the property area are such that the requested amendment is warranted.

Evidence: The Public Works Department has determined that the proposed alignment for Lotz Parkway is consistent with the City's Improvement Standards and best engineering practices, ensuring the safe and efficient movement of vehicles in and around the subject area. There are physical constraints at both ends of the alignment that prevent an alternative alignment from being used, principally the existing intersection of Whitelock Parkway and Lotz Parkway and the alignment of Lotz Parkway within the approved Sterling Meadows project.

**PASSED AND ADOPTED** by the City Council of the City of Elk Grove this 11<sup>th</sup> day of March 2015.

  
\_\_\_\_\_  
GARY DAVIS, MAYOR of the  
CITY OF ELK GROVE

ATTEST:  
  
\_\_\_\_\_  
JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:  
  
\_\_\_\_\_  
JONATHAN P. HOBBS,  
CITY ATTORNEY

## Exhibit A General Plan Amendment

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The City of Elk Grove General Plan is hereby amended as follows:

1. Policy CI-10 is amended as follows:

**CI-10** The City shall implement the roadway master plan shown in Figure CI-2. The following policies apply to selected roadways:

- The City shall use the latest version of Caltrans' "Transportation Concept Report" for I-5 and Hwy 99 to determine the planned width of these freeways.
- "Expanded right-of-way" indicates roadways on which sufficient width is provided for a middle two-way turn lane and/or expanded turn pockets at roadway intersections.
- ~~The City will widen Grant Line Road north of Bradshaw Road only as needed to accommodate traffic, and strongly supports efforts to locate a future regional connector to provide traffic relief for this roadway. Grant Line Road north of Bradshaw Road should be widened in phases as needed, and should be widened to six lanes only if no alternative route for a future regional connector (see Policy CI-12) has been located and traffic conditions warrant the widening.~~ The City may make improvements to roadways in the Rural Area, when warranted, consistent with the provisions of the Rural Roads Improvement Policy.
- Improvements to Grant Line Road shall consider regional planning activities and projects (e.g., the Capital SouthEast Connector) and should be considered after effects to the Rural Area have been identified. To the extent feasible, these effects shall be addressed as part of facility design.

2. Policy CI-12 and accompanying action is amended as follows:

**CI-12** ~~The City supports efforts to locate an alternative route for a future regional roadway connecting Hwy 99 and Hwy 50 in order to reduce the need for widening of Grant Line Road, particularly in the "Sheldon town" area~~ develop the Capital SouthEast Connector, providing a regional roadway connection from Interstate 5 and State Route 99 in Elk Grove to Highway 50.

The City recognizes the adopted conceptual route alignment for the Capital SouthEast Connector, utilizing Kammerer Road and Grant Line Road through the City.

**CI-12-Action 1** ~~Participate in regional efforts to locate and implement an alternative route for a future Hwy 99-Hwy 50 connector. The City will work with the Capital SouthEast Connector Joint Powers Authority (JPA) in the delivery of the planned roadway improvements pursuant to the JPA's Project Design Guidelines provided that the Project Design Guidelines will not be applied to diminish or alter the rights of City-approved projects and provided that the Project Design Guidelines are not amended to diminish the City's land use authority to approve future projects proximate to or its authority to determine access to the Capital SouthEast Connector.~~

3. Policy CI-13 is amended as follows:

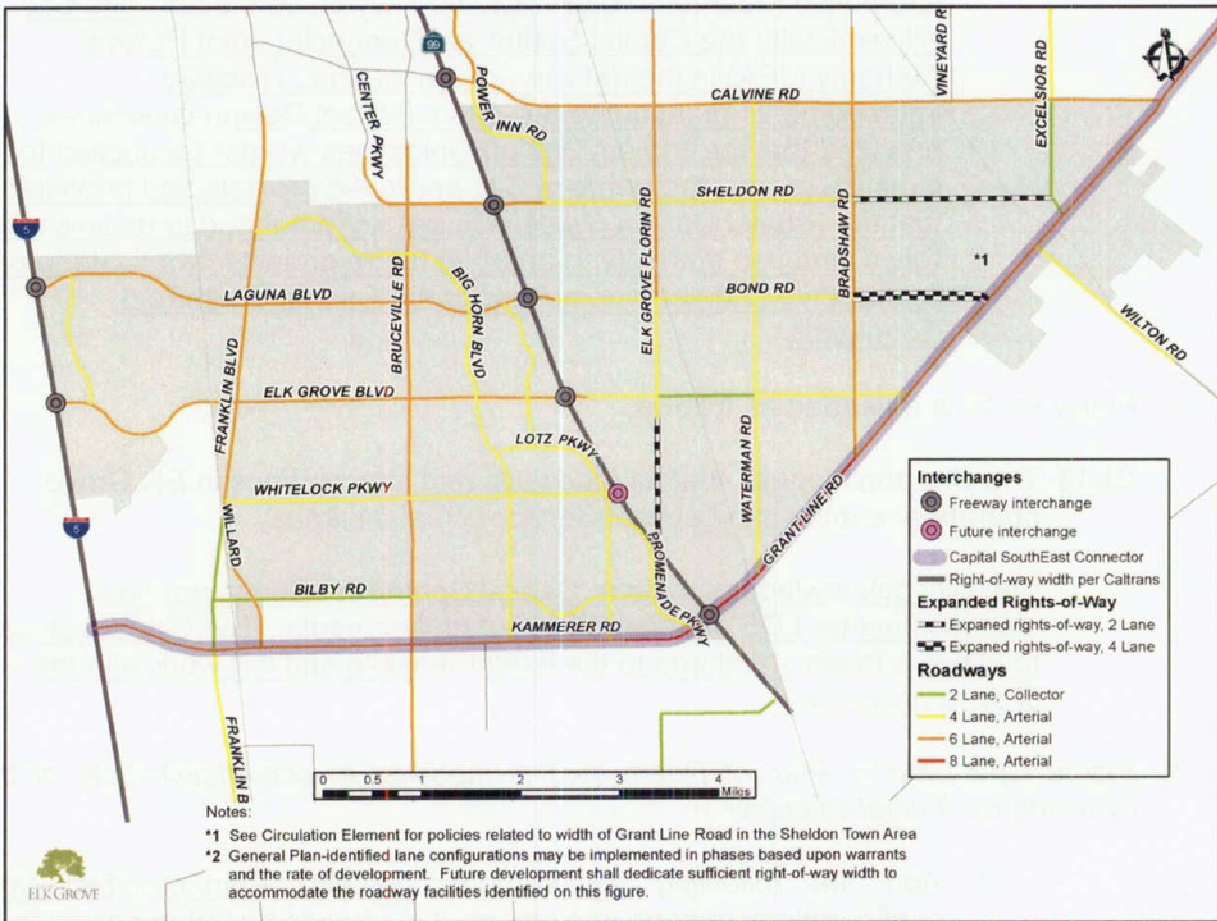
**CI-13** The City shall require that all roadways and intersections in Elk Grove operate at a minimum Level of Service "D" at all times.

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

4. *Figure CI-2 (Master Plan of Roadways) is modified to accomplish both of the following as illustrated below:*

- A. *Add the following as a note: General Plan-identified lane configurations may be implemented in phases based upon warrants and the rate of development. Future development shall dedicate sufficient right-of-way width to accommodate the roadway facilities identified on this figure.*
- B. *Add a "highlight" to the alignments of Kammerer Road and Grant Line Road and label the highlight "Capital SouthEast Connector"*

Revised Figure CI-2



5. Policy CI-26 and accompanying actions are modified as follows:

**CIRCULATION POLICIES: COMMUTER RAIL TRANSIT-ORIENTED DEVELOPMENT OVERLAY**

**CI-26** The City shall encourage commuter rail transportation by providing for a potential train station location for Amtrak and/or other rail service providers along the Union Pacific Railroad line on the east side of the City near southwest of the intersection of Sheldon Road and Elk Grove Florin Road, as identified in Figure CI-1.1.

**CI-26-Action 1** The City shall require irrevocable offers of dedication of rights-of-way and a station site at the City's preferred location for a commuter rail station. Offers of dedication shall be required as part of the approval of any tentative map or other discretionary approvals as appropriate.

**CI-26-Action 2** The City shall work with Caltrans Division of Rail and other stakeholders to develop a train station plan for the Sheldon/Elk Grove Florin site. The plan shall include required environmental analysis, funding identification, required right-of-way, and preliminary facility design.

6. *Modify page 40 of the Housing Element (Available Sites) as follows:*

The total number of multifamily units that could be developed on available sites is 3,501 and ~~263~~ 30 on sites with the multifamily overlay. While the City is not relying on any multifamily overlay sites (Sites 4-8) to meet its RHNA, there is additional capacity available on these sites if needed. For sites included in **Table 35** where an onsite constraint has been identified, the capacity for the site has been adjusted to only include the buildable acreage.

7. *Table 35 of the Housing Element and accompanying Figure 1 are modified to remove Sites 4, 5, and 7 (Site 6 to remain).*

Map ID	APN	Developable Acreage	Location	General Plan	Zoning	Realistic Unit Capacity	Vacant or Underdeveloped	Entitlement Status	Clear of Known Site Constraints
4	416-0042-023	4.65	TOD site, SW corner of Sheldon and Elk Grove Florin	C/O/MF	SC (MF)	56	Vacant	Application withdrawn	Floodplain issues; final station siting unresolved
5	416-0042-024	4.56		C/O/MF	SC (MF)	55	Vacant		
6	116-0042-025 & 007	5.04		C/O/MF	AR-5 (MF)	60	Vacant		
7	416-0042-028	5.18		C/O/MF	SC (MF)	62	Vacant		
TOTAL		<del>260.09</del> <u>245.7</u>				<del>3,764</del> <u>3,591</u>			

8. The Transit Oriented Development category Policy LU-2 is modified as follows:

Designation	Description
Transit Oriented Development (TOD) <u>Overlay</u>	Area is identified for <del>potential</del> <u>the integration of transit uses (such as train stations, transfer stations, transit hubs, park and ride facilities, etc.) with a mix of high density and intensity urban uses (e.g., commercial, office, residential) consistent with</u> <del>the</del> underlying designation(s) <del>shall be used for base land uses</del> . The intent of this overlay designation is to identify that specific transit uses shall be incorporated into development consistent with the underlying base land use designation. No development activity shall preclude intended transit facilities. Corresponding right of way dedications shall be required with discretionary approvals as appropriate.

9. The Transit Oriented Development category in Policy LU-3 is modified as follows:

Designation	Description
Transit Oriented Development (TOD) <u>Overlay</u>	Reference underlying land use designation for consistent Zoning Districts

10. The General Plan Land Use Policy Map (LU-1) is modified as follows:

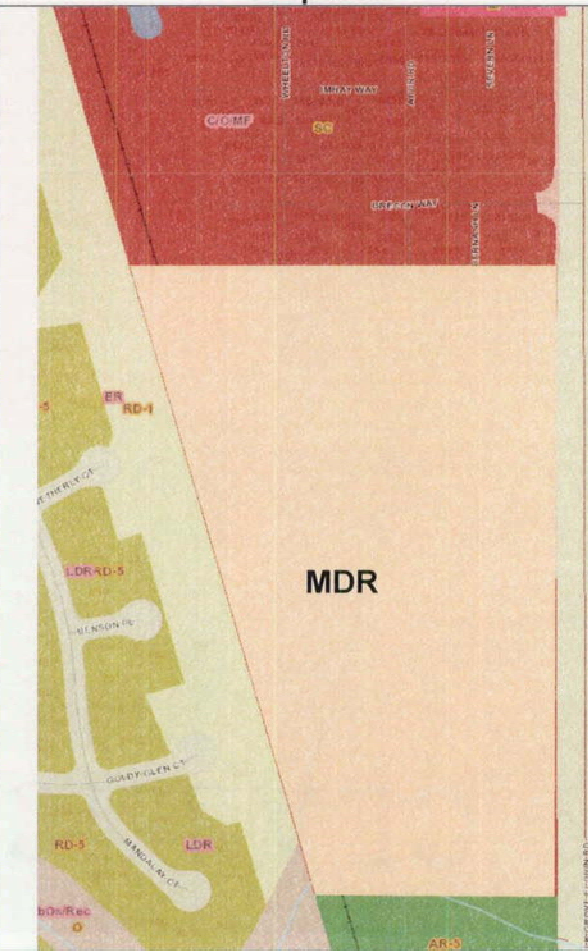
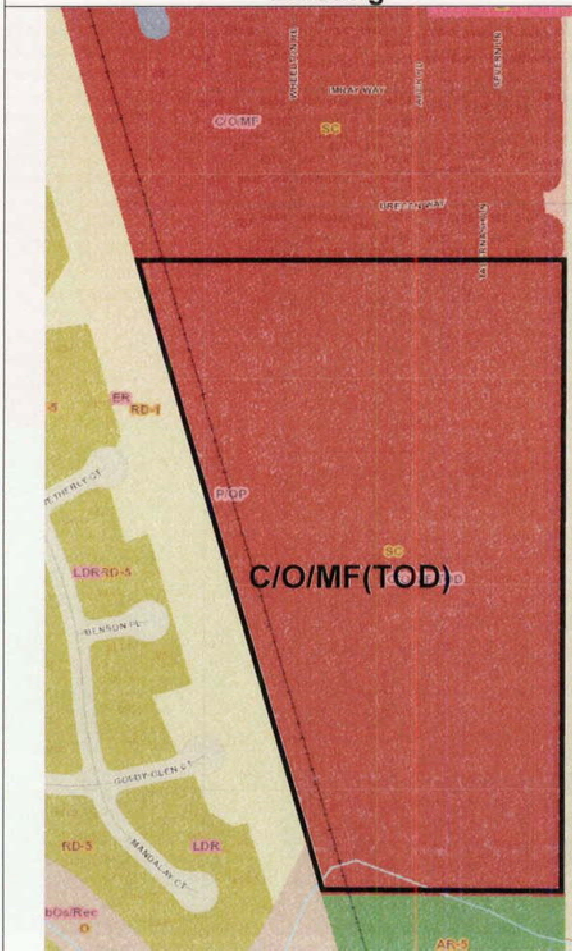
Site #	APN(s)	General Plan Land Use Designation	
		Existing	Proposed
1A	116-0042-023, 024, 028	C/O/MF(TOD)	MDR
1B	116-0042-007, 025	C/O/MF(TOD)	C/O/MF
2	127-1030-005, 008, 009, 010, 127-0010-108	C/O/MF	C/O



Site 1A

Existing

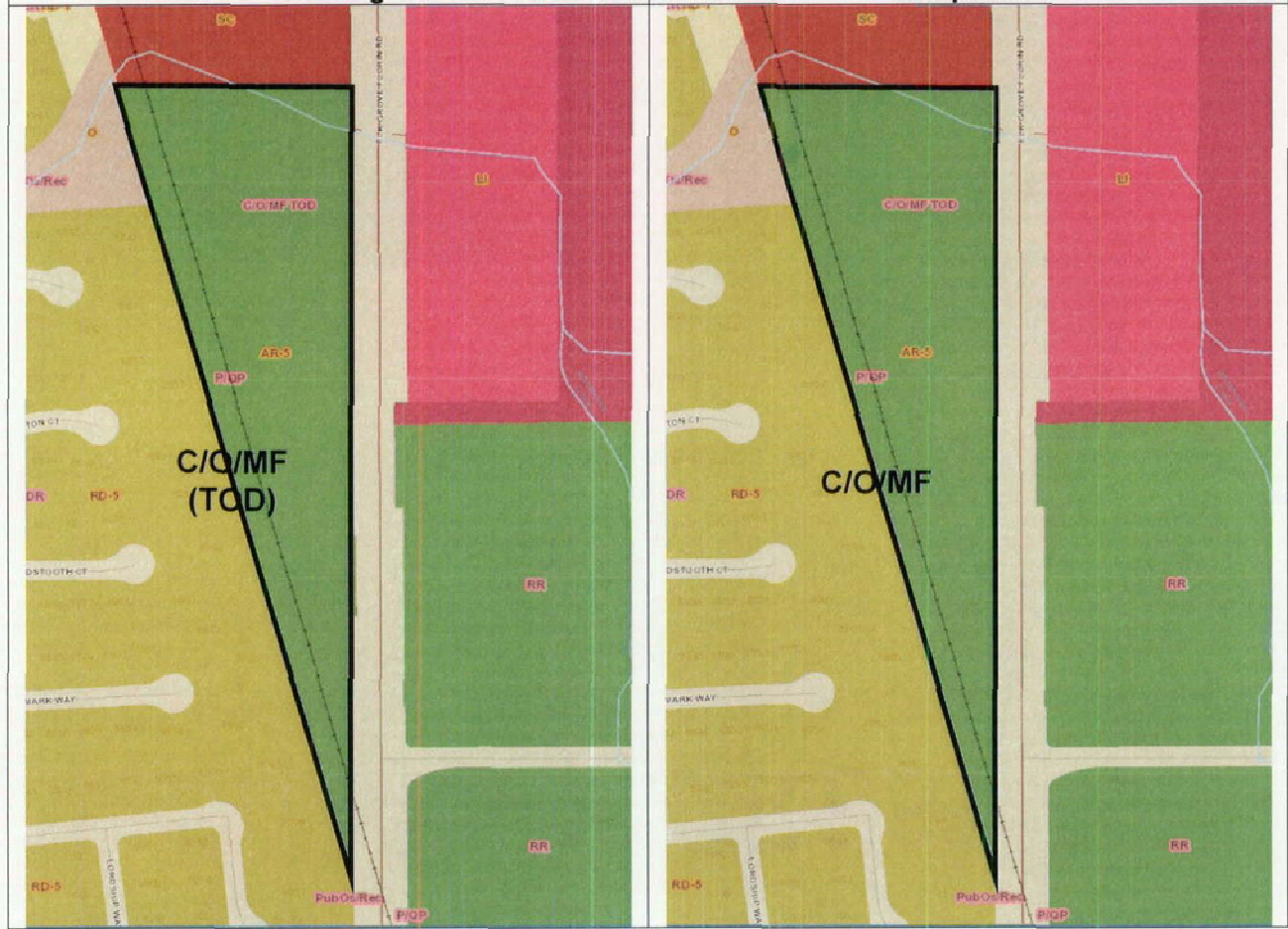
Proposed

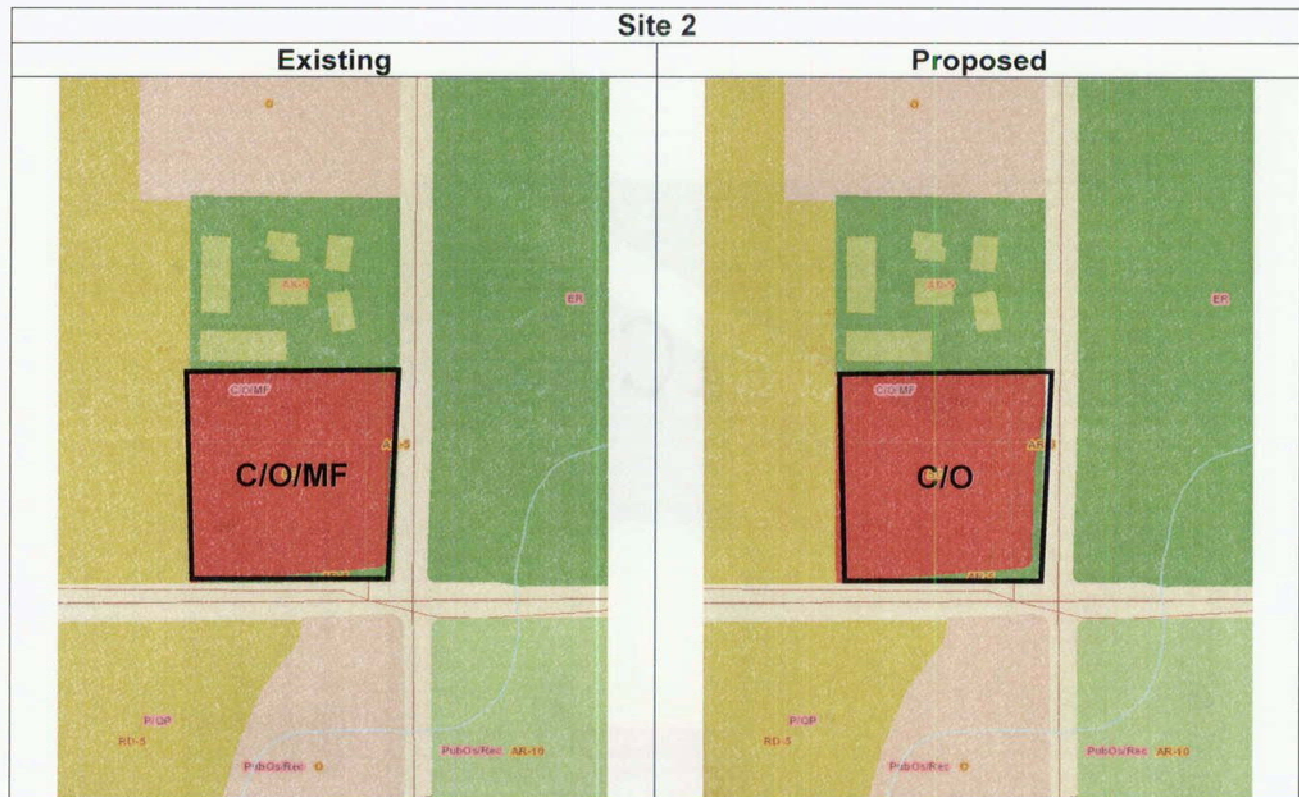


Site 1B

Existing

Proposed





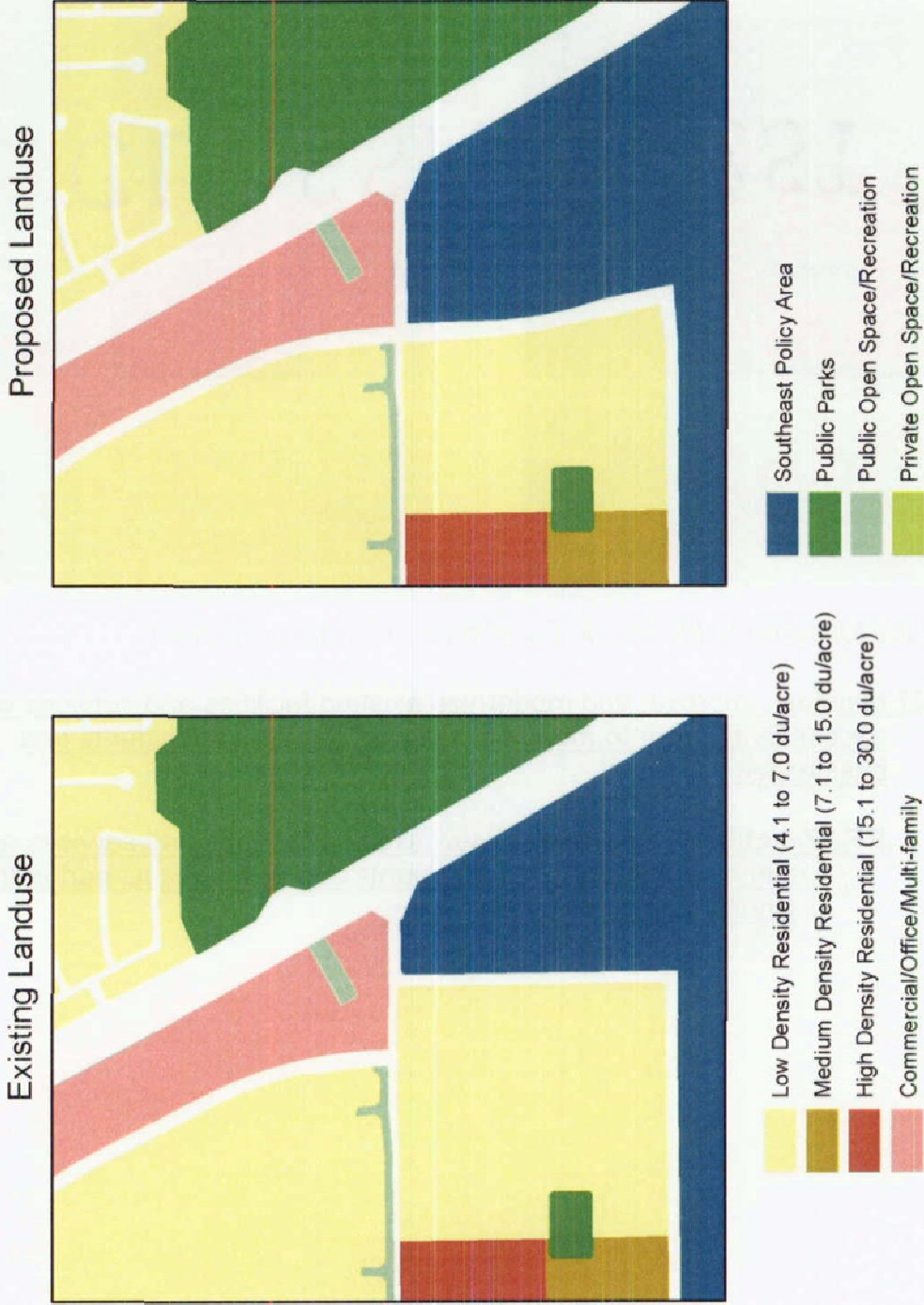
11. Add the following to the Public Facilities and Finance Element:

**PF-27** Maintain, improve, and modernize existing facilities and services when necessary in order to meet the needs of Elk Grove residents and businesses.

**PF-27-Action 1** Regularly review existing facilities and services and identify necessary improvements and upgrades as part of the City's Capital Improvement Program.

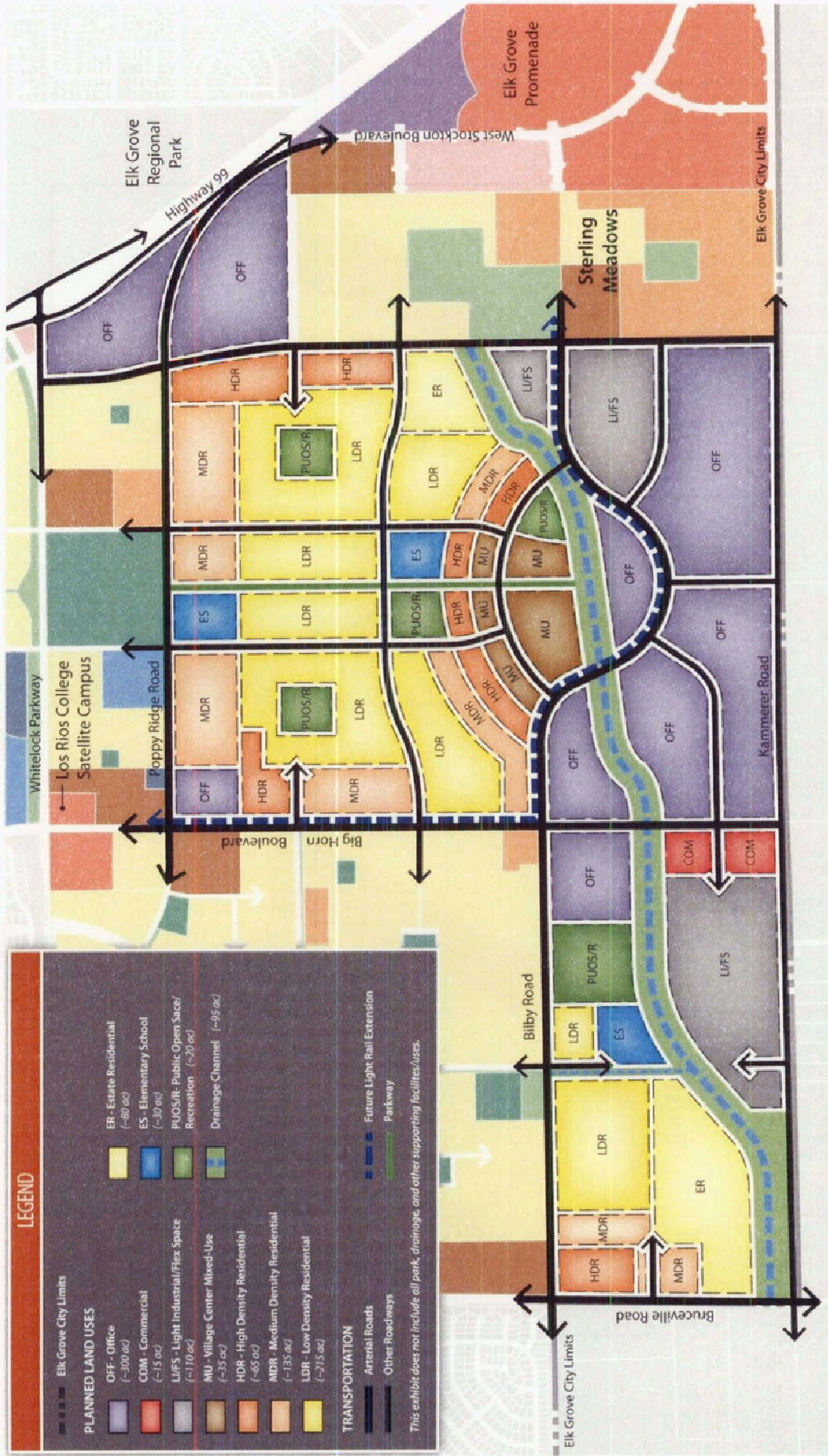
Figures LU-1 and LU-5 are amended as follows:

### General Plan Amendment



# Exhibit B Southeast Policy Area Community Plan Amendment

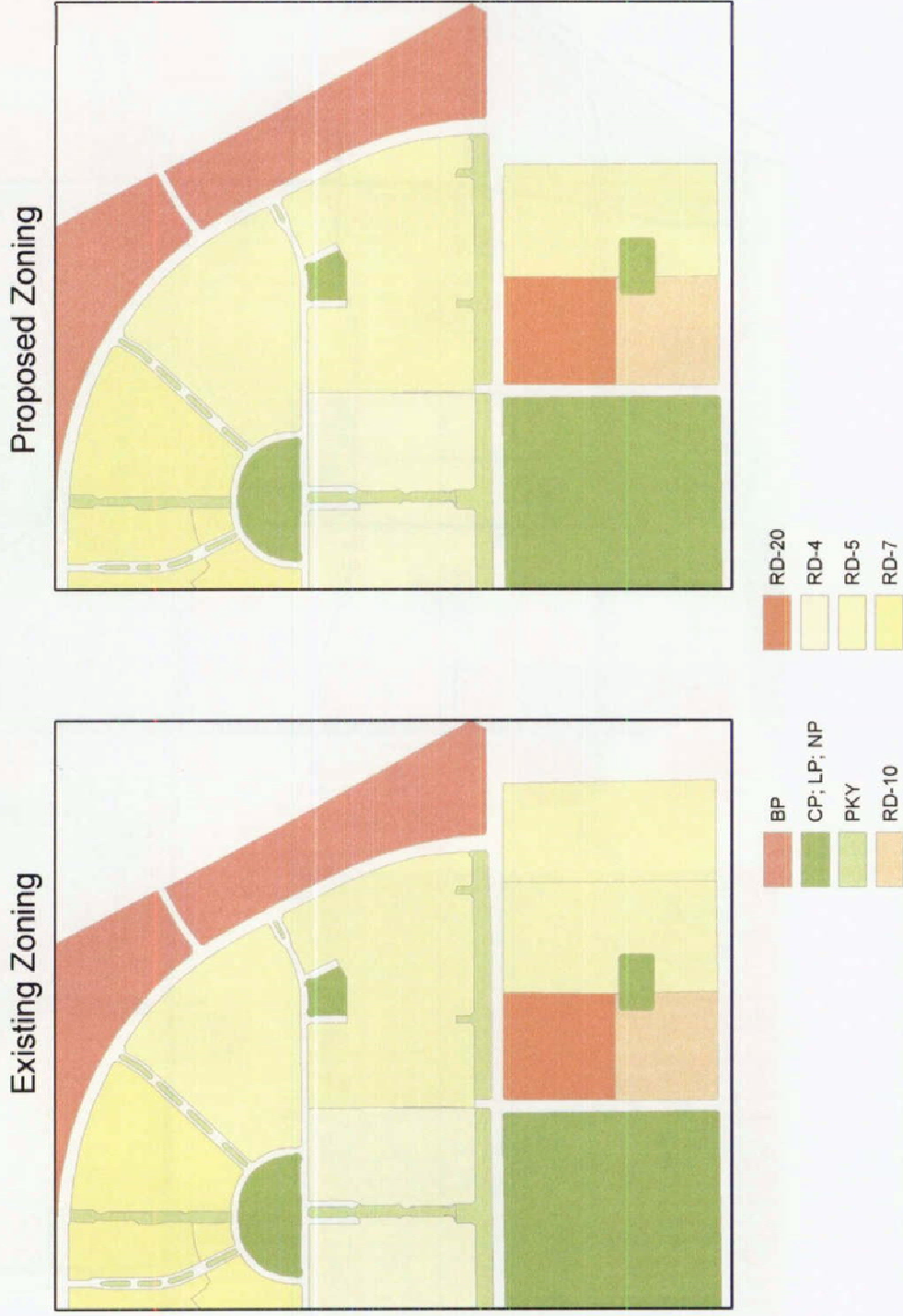
Figure SEPA-1 is amended to look as follows:



**Exhibit C**  
**Laguna Ridge Specific Plan Amendment**

Figure 3-1 (Land Use Plan) is amended as follows:

**Laguna Ridge Specific Plan Amendment**



**CERTIFICATION  
ELK GROVE CITY COUNCIL RESOLUTION NO. 2015-047**

**STATE OF CALIFORNIA            )**  
**COUNTY OF SACRAMENTO        )**     **ss**  
**CITY OF ELK GROVE             )**

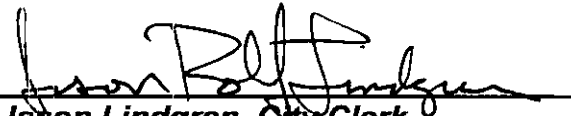
***I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on March 11, 2015 by the following vote:***

**AYES :           COUNCILMEMBERS:        *Davis, Hume, Detrick, Ly, Suen***

**NOES:           COUNCILMEMBERS:        *None***

**ABSTAIN :       COUNCILMEMBERS:        *None***

**ABSENT:        COUNCILMEMBERS:        *None***

  
**Jason Lindgren, City Clerk**  
**City of Elk Grove, California**