
4.0 LAND USE

This section describes the existing land uses in the Planning Area and the surrounding area, the land use designations and zoning in the current General Plan, and the proposed land use and zoning designations in the proposed Project.

The chapter discusses the existing land use and population of the City and Planning Area, establishing the context of the analysis in subsequent chapters of this EIR relative to the Project. Pursuant to CEQA Guidelines Section 15131, CEQA does not treat planned changes relating solely to land use or socioeconomic, population, employment, or housing issues as direct physical impacts on the environment. Thus, an EIR may provide information regarding land use, planning, and socioeconomic effects; however, CEQA documents evaluate these planning changes for their physical environmental impacts in areas such as air emissions, noise, and traffic.

Section 15125(d) of the CEQA Guidelines states, "The EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." As such, this chapter discusses potential inconsistencies between the proposed Project and the City's current General Plan and Zoning Code, as well as SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the proposed South Sacramento Habitat Conservation Plan (SSHCP). Impacts from the proposed Project's physical effects, including on agricultural land uses, are addressed in the appropriate technical sections of this Draft EIR (see Sections 5.1 through 5.13).

4.1 EXISTING SETTING

PLANNING AREA

The Planning Area encompasses 49 square miles (31,449 acres) in the south-central part of Sacramento County (see **Table 4.0-1**). Land within the current City limits comprises 37 square miles (23,453 acres), while the Study Areas together comprise 12.2 square miles (7,795 acres), or 35 percent of the Planning Area.

Prior to its incorporation in July 2000, Elk Grove was part of unincorporated Sacramento County. Historically, the area now encompassed by the City was primarily agriculture and ranchettes, except for the Old Town area. Over the last 30 years, the area began converting from agricultural uses to predominantly suburban development. Following the City's incorporation, the suburban conversion continued as evidenced by new residential subdivisions, offices, and shopping centers, many of which were approved by Sacramento County prior to incorporation. Currently, most new development is concentrated on the west side of State Route (SR) 99. Areas in the far eastern portion of the City near Grant Line Road are characterized as rural residential. Lands adjacent to the City limits to the east and to the south within Sacramento County are designated for agriculture.

EXISTING LAND ACTIVITIES

The Planning Area includes a mix of activities, including agricultural, residential, commercial/office, industrial, park and open space, civic/institutions, public uses, and roadways and infrastructure, as well as vacant land, which has no defined activity. **Figure 2.0-2** (see Section 2.0, Project Description) shows the distribution of existing land activity types in the Planning Area, and **Table 4.0-1** shows the acreage of each existing land activity type in the Planning Area, broken out by the current City limits and the study areas.

4.0 LAND USE

**TABLE 4.0-1
EXISTING CITYWIDE AND STUDY AREA LAND ACTIVITY ACREAGES (2015)**

Existing Land Activity Type ¹	Citywide			Study Areas						Total Planning Area Acreage
	Citywide Total Acreage	% Total Citywide	% Total Planning Area	East	South	West	North	Study Area Total Acreage	% Total Planning Area	
Agricultural Production	2,252.1	10%	7%	1,701.6	3,252.0	1,869.1	624.0	7,446.7	24	9,698.8
Residential	12,878.1	55%	41%	—	108.5	23.4	21.6	153.5	—	13,031.6
Residential–Rural	4,788.9	20%	15%	—	108.5	23.4	21.6	153.5	—	4,942.4
Residential–Neighborhood	7,791.7	33%	25%	—	—	—	—	—	—	7,791.7
Residential–Multiple Family	277.3	1%	1%	—	—	—	—	—	—	277.3
Residential–Mobile Home	20.1	0%	—	—	—	—	—	—	—	20.1
Commercial & Office	887.5	4%	3%	0.0	0.0	0.0	0.0	0.0	0.0	887.5
Neighborhood-Serving Commercial	184.5	1%	1%	—	—	—	—	—	—	184.5
General Commercial	477.9	2%	2%	—	—	—	—	—	—	477.9
Office	117.5	1%	—	—	—	—	—	—	—	117.5
Hotel/Motel	11.8	—	—	—	—	—	—	—	—	11.8
Auto Mall	95.9	—	—	—	—	—	—	—	—	95.9
Industrial	660.4	3%	2%	44.8	0.0	0.0	0.0	44.8	0.0	705.3
Light Industrial/ Warehouse	635.6	3%	2%	44.8	—	—	—	44.8	—	680.4
Heavy Industrial	24.8	—	—	—	—	—	—	—	—	24.8
Park & Open Space	2,107.2	9%	7%	0.0	0.0	0.0	0.0	0.0	0.0	2,107.2
Parks and Recreation Facilities	1,870.7	8%	6%	—	—	—	—	—	—	1,870.7
Open Space	236.5	1%	1%	—	—	—	—	—	—	236.5

Existing Land Activity Type ¹	Citywide			Study Areas						Total Planning Area Acreage
	Citywide Total Acreage	% Total Citywide	% Total Planning Area	East	South	West	North	Study Area Total Acreage	% Total Planning Area	
Civic/Institutional	1,193.0	5%	4%	0.0	0.0	0.0	0.0	0.0	0.0	1193.0
Schools	791.3	3%	3%	—	—	—	—	—	—	791.3
Large Medical Facilities	56.1	—	—	—	—	—	—	—	—	56.1
Cemeteries	80.6	—	—	—	—	—	—	—	—	80.6
Civic Uses	87.6	—	—	—	—	—	—	—	—	87.6
Other Institutional ²	177.4	1%	1%	—	—	—	—	—	—	177.4
Infrastructure	555.2	2%	2%	25.7	315.1	22.1	0.0	362.9	1	918.1
Right of Way	214.0	1%	1%	25.7	58.3	22.0	0	106.0	—	320.0
Service Facilities ³	78.8	—	—	—	256.8	0.1	—	256.9	—	335.8
Waterways and Drainage	262.3	1%	1%	—	—	—	—	—	—	262.3
Vacant	2,907.7	12%	9%	0.0	0.0	0.0	0.0	0.0	0.0	2,907.7
Total	23,441.1	100%	75%	1,772.1	3,675.6	1,914.7	645.5	8,007.9	25	31,449.1

Sources: SACOG 2012; Sacramento County Assessor's Office 2015; Sacramento County 2015a, 2015b; Google Earth 2015; Google Street View 2012, 2015

Note: Numbers have been rounded and therefore may not add up to 100 percent.

1. Refers to activities occurring on a piece of land or site. This is distinguished from 'land use,' which refers to the zoning of a site.
2. Includes a range of institutional activities including but not limited to assembly, such as religious institutions.
3. Includes railroad right-of-way, concrete channels/public works facilities, a solar farm, and substations for various utilities.

4.0 LAND USE

Existing Land Activity Utilization in City Limits

Table 4.0-1 provides acreages of various uses of land in the City. A brief summary of existing activity types within the current City limits is provided below.

Agricultural Production

Over 2,200 acres of land in the current City limits are utilized for agricultural production. Agricultural production is the third-largest existing activity by acreage in the City, following residential and vacant land with no utilization. Much of the agricultural land is in the southern and eastern portions of the City, interspersed with rural residential areas, which are usually residences set on large rural lots, surrounded by active or inactive agricultural land. Agricultural activities include grazing, hay crops, irrigated pasture, row crops, and agricultural processing operations. Agricultural land used for growing hay is the predominant activity, accounting for 1,461 acres in the City.

Residential

The predominant existing activity type in the City is residential housing, which comprises 12,878.1 acres. A total of 53,673 housing units were identified in the existing conditions survey conducted by the City for the General Plan planning process. Residential activities are distributed throughout the City. Neighborhood Residential, including single-family, condominiums, duplex, triplex, and four-plex units, comprises the majority of residential development, accounting for nearly two-thirds (7,791.7 acres) of residential land with an average density of 6.0 dwelling units per acre (du/ac). Rural residential development accounts for 20 percent of residential land uses in the City, with an average density of 0.3 du/ac. Multiple Family Residential, comprising multiple family complexes of more than four, typically apartments, is 1 percent of residential uses with an average density of 20.3 du/ac. Mobile homes account for the remaining less than 1 percent of residential land.

Commercial and Office

There are 887.5 acres of land in the current City limits with commercial- and office-related activities. Of this, 477.9 acres are designated General Commercial, 95.9 acres are Auto Mall, and 184.5 acres are Neighborhood-serving Commercial. An additional 117.5 acres of land are Office, and Motel and Hotel activities make up the remaining 11.8 acres. General Commercial activities are located mostly along Laguna Boulevard and Elk Grove Boulevard near their intersections with SR 99. Larger-scale commercial developments, oriented toward serving the entire City and surrounding communities, are located around three intersections: SR 99 with Elk Grove Boulevard, SR 99 with Laguna Boulevard, and Laguna Boulevard with Bruceville Road. A large area devoted to auto sales is located south of the intersection of SR 99 with Elk Grove Boulevard. The majority of neighborhood-serving commercial developments are located in Old Town along Elk Grove Boulevard, although there are pockets of Neighborhood Commercial located throughout the City.

Industrial

Industrial development in Elk Grove includes heavy industrial, light industrial, and warehouse. In total, there are 660.4 acres of industrial development. Most of these activities (635.6 acres) are designated Light Industrial/Warehouse. The remaining 24.8 acres are heavy industrial parcels. The bulk of industrial activity is in the southeast part of the City between SR 99 and the Union

Pacific Railroad. The largest concentrations of industrial land in the City are in the north-central, northwest, and south-central sections.

Park and Open Space

Park and open space uses amount to 2,107.2 acres of land scattered throughout the City. Valley High Country Club, a private golf course, is the largest green space in the City, encompassing over 151 acres. Elk Grove Park, the City's second largest green space, is the largest public green space in the City with close to 120 acres. Other large open spaces include Camden Park (30.9 acres), Emerald Lake Golf Course (24.7 acres), and green space around the Laguna Creek Trail (18.5 acres) and Elk Grove Creek north of Big Horn Boulevard (18.3 acres). Undeveloped open space account for approximately 12.6 percent of total park and open space.

Mixed-Use Development

Mixed-use development generally includes residential development with integrated compatible office or retail uses. Mixed use can be horizontal, on the same property, or vertical, with uses adjacent to each other or with commercial or office on the ground floor and other uses above, respectively. Although the City has a Mixed Use land designation, no existing mixed-use developments were identified in the City based on data from SACOG (2012) or the Sacramento County Assessor Parcel Viewer 2015 (Sacramento County Assessor's Office 2015).

Civic and Institutional

Existing civic and institutional development in the City includes schools, medical and healthcare facilities, cemeteries, City-owned buildings (e.g., City Hall, libraries) and other miscellaneous civic services such as community centers and assemblies. Together, these land uses comprise 1,193 acres.

Schools, including private and public education facilities from pre-kindergarten through college, account for 791.3 acres Citywide. Elk Grove Unified School District accounts for 83 percent (664 acres) of school uses. The CCSD, which offers before- and after-school programs and summer camps, accounts for 51 acres, which is the second largest use in the school category. The Los Rios Community College District (Cosumnes River College) campus comprises 32 acres. California Northstate University comprises 13 acres.

Assembly facilities focused on religious activities make up roughly 177.4 acres of this use type. These uses are scattered throughout the City, primarily in residential neighborhoods. Uses such as the Sutter Medical, Dignity Medical, and Kaiser Foundation facilities make up 56.1 acres or 4.7 percent of civic and institutional uses. The remaining parcels in this category include cemeteries (80.6 acres) and other City-owned land (87.6 acres).

Infrastructure

Public, quasi-public, and infrastructure account for 555.2 acres of land in the City. Of these acres, infrastructure dedicated to storm drainage and control accounts for 262.3 acres. Service facilities, which include railroad right-of-way, a solar farm, and various utility substations, account for another 78.8 acres. Road rights-of-way make up the remaining acres in this category.

4.0 LAND USE

Airports

There are no active airports within the City boundaries or in the Study Areas. There is one public airport and two private airports within 3 miles of the Planning Area. They are Franklin Field, which is public, and Sky Way Estates Airport and Borges-Clarksburg Airport, which are private. Sacramento Executive Airport, a smaller public use airport, is approximately 6 miles north-northwest of the City, and Sacramento International Airport, a high-traffic airport, is approximately 20 miles north-northwest. Elk Grove is not within the safety or overflight zones for either Sacramento Executive or Sacramento International airports (SACOG 1999: Figure 11; 2013: Map 6).

Vacant Land

There is vacant land zoned for commercial, industrial, and residential uses throughout the City limits. In total, excluding land in active agricultural production that may have more intensive zoning, vacant land accounts for 2,907.7 acres. The largest concentration of vacant land is along SR 99 near Kammerer Road. The largest category of vacant land is designated for future residential development. However, many of these parcels are in some stage of the planning approval or building permit process.

Study Area Existing Land Activity Types

The four Study Areas contain a variety of activities, which are described below and summarized in **Table 4.0-1**. Agriculture, rural residential, and infrastructure are the predominant activities in these areas.

Agricultural

Agriculture is the predominant land activity in all four of the Study Areas. The East Study Area contains approximately 1,702 acres of agriculture; the South Study Area contains approximately 3,252 acres; the West Study Area contains 1,869 acres; and the North Study Area contains 624 acres.

Residential

The East, South, West, and North Study Areas currently contain 32, 11, 5, and 3 dwelling units, respectively, on land zoned Agricultural Production. The South and West Study Areas also have dwelling units on property zoned Rural Residential. A small number of dwelling units in the South Study Area are of slightly higher density with neighborhood residential uses. The West Study Area has 19 dwelling units spread across agricultural production and rural residential uses.

Commercial and Industrial

There are minimal commercial, office, or industrial activities within the Study Areas. The East Study Area contains 44.8 acres zoned for warehouse.

Park and Open Space

None of the Study Areas contain any land zoned for or developed with open space or parkland.

Civic and Institutional

None of the Study Areas contain any land zoned for or developed with civic or institutional uses.

Infrastructure

Each of the four Study Areas, except the North Study Area, contain infrastructure, primarily right-of-way. The East Study Area contains 25.7 acres; the South Study Area contains 315.1 acres; and the West Study Area contains 22.1 acres.

Airport

There are no operational public or private airports or airstrips within the Study Areas. Franklin Field (operated by Sacramento County) is located approximately 2.6 miles south of the West Study Area.

Vacant

None of the Study Areas contain any vacant land.

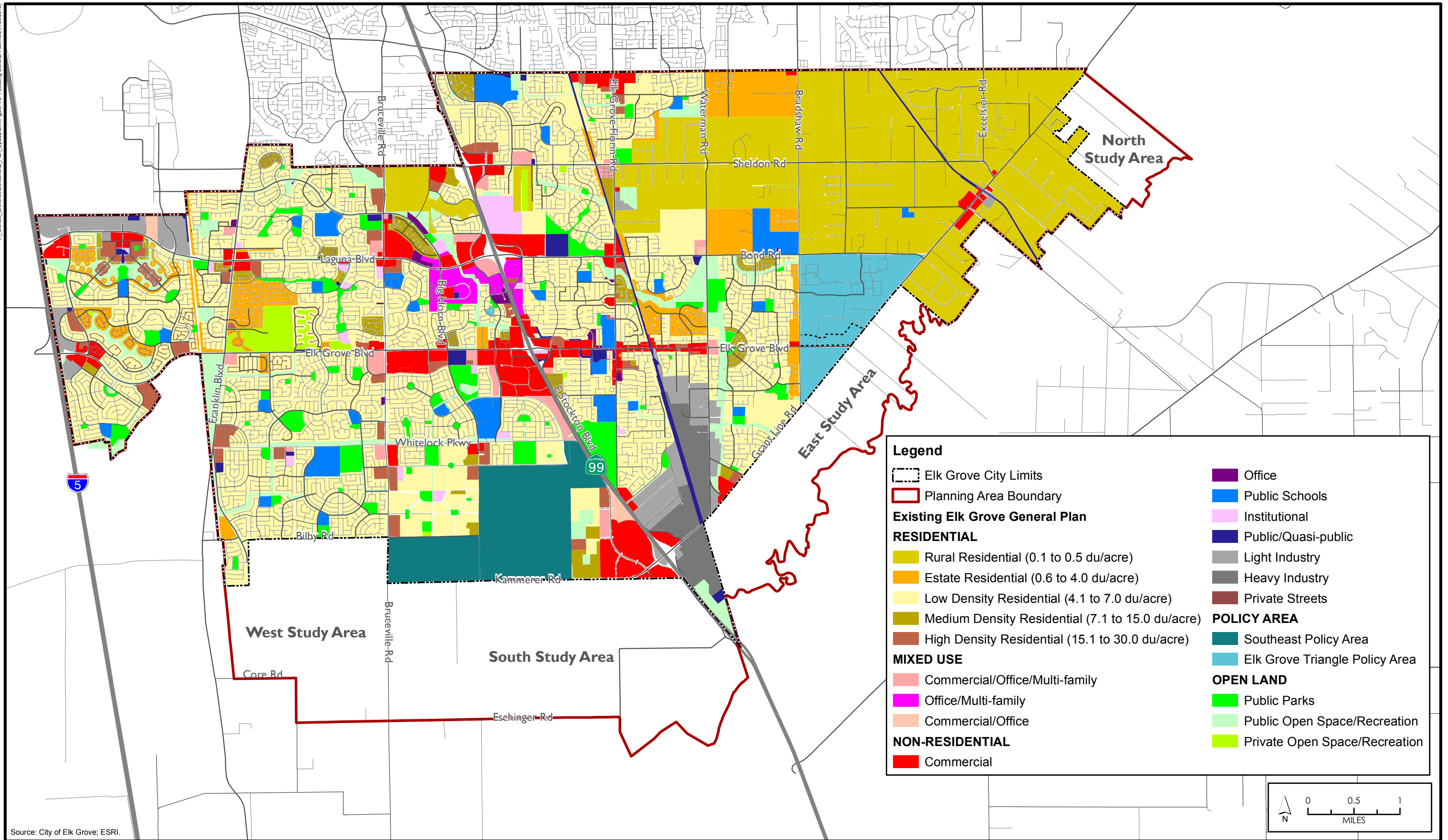
CURRENT LAND USE DESIGNATIONS AND ZONING

In general, existing land use categories reflect Elk Grove's current General Plan land use designations and zoning map. Current General Plan (2003) land use designations for the Planning Area are shown on **Figure 4.0-1**. Current zoning classifications within the Planning Area are shown on **Figure 4.0-2**.

4.0 LAND USE

This page intentionally left blank.

T:\GIS\Elk_Grove\MapDocs\General_Plan_Update\ERIFigure_4.0-1_Existing_General_Plan.mxd (1/30/2018)

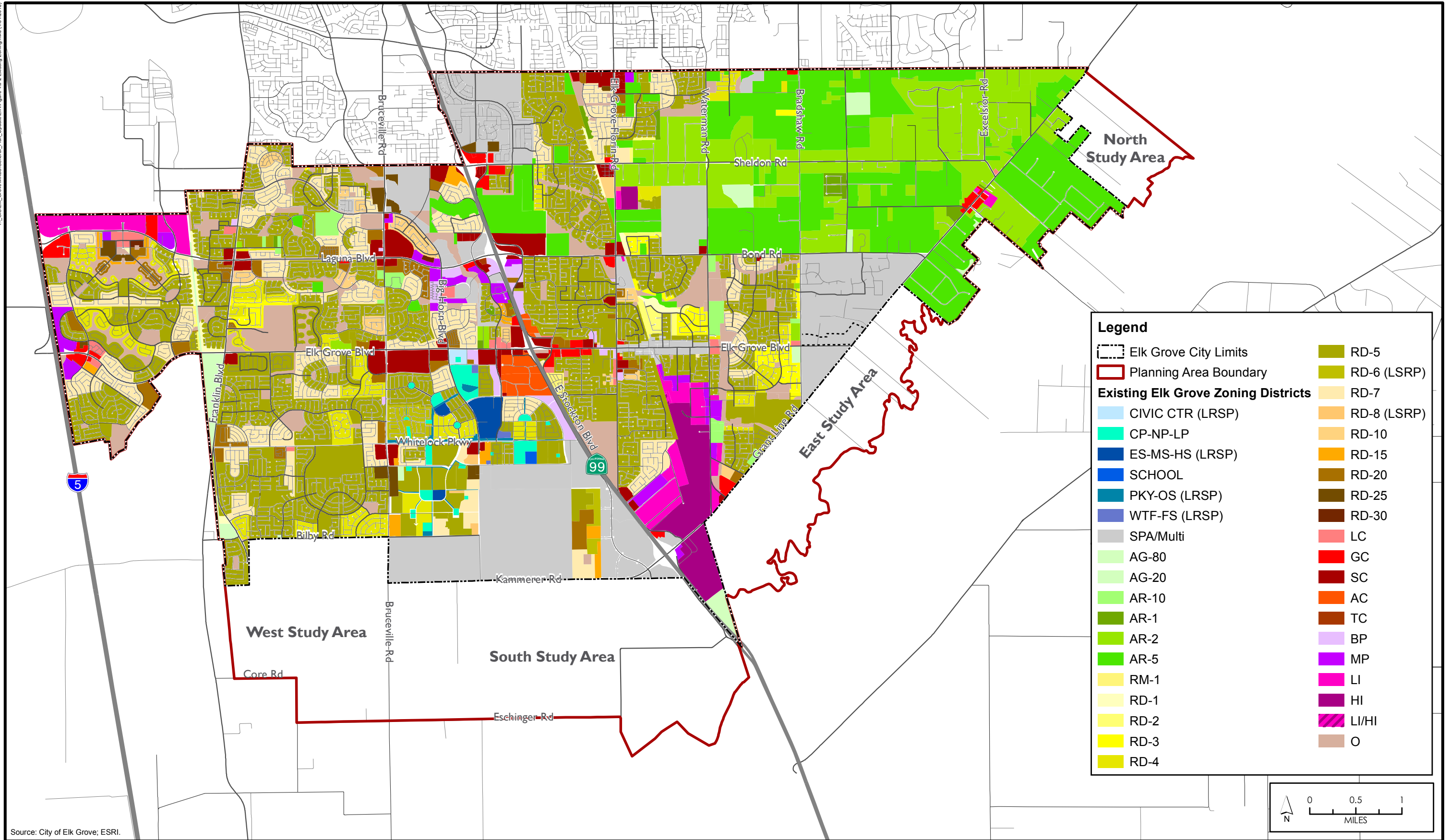


Source: City of Elk Grove; ESRI.

Figure 4.0-1
Existing General Plan Land Use Designations

4.0 LAND USE

This page intentionally left blank.



Source: City of Elk Grove; ESRI.

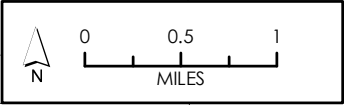


Figure 4.0-2
Existing Zoning Districts

4.0 LAND USE

This page intentionally left blank.

4.2 REGULATORY FRAMEWORK

STATE AND REGIONAL

Sacramento County Local Agency Formation Commission

LAFCo is a countywide commission, required in each California county. The Sacramento County LAFCo is responsible for spheres of influence updates, annexation decisions, the consolidation or reorganization of special districts, and formation of new agencies. In addition, LAFCo is responsible for conducting periodic municipal service reviews for the City and independent districts, such as the CCSD. LAFCo has adopted goals of ensuring the orderly formation of local governmental agencies, preserving agricultural and open space lands, and discouraging sprawl.

California Planning Law and General Plan

California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range general plan” to guide development (Government Code Section 65300). General plans require a complex set of analyses, comprehensive public outreach, and broad public policy covering a range of topics to successfully guide long-range development. State law specifies the content of general plans. A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. Pursuant to the Governor’s Office of Planning and Research (OPR) General Plan Guidelines (last updated in 2017), topics from different elements may be combined, but all must be addressed in the general plan (OPR 2017).

Delta Plan

The Delta Plan is a comprehensive, long-term management plan for the Sacramento-San Joaquin Delta. Required by the 2009 Delta Reform Act, the Delta Plan creates new rules and recommendations to further the State’s coequal goals for the Delta: Improve statewide water supply reliability, and protect and restore a vibrant and healthy Delta ecosystem, all in a manner that preserves, protects, and enhances the unique agricultural, cultural, and recreational characteristics of the Delta. The Cosumnes River and other waterways near Elk Grove drain into the Delta ecosystem.

Bay Delta Conservation Plan

The Bay Delta Conservation Plan seeks to balance ecological needs with those of the urban and agricultural users across the State, including Elk Grove. After attempts to develop a plan that would include habitat restoration and conveyance, the State and federal agencies tasked with developing a project proposal established a new preferred alternative. This plan would split the conveyance and habitat restoration goals of the original conservation plan into two separate efforts.

Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS)

SACOG is an association of local governments (including the City) in the six-county Sacramento region. SACOG provides transportation planning and funding for the entire six-county region (SACOG 2017a). SACOG must update its regional MTP every four years. California adopted

4.0 LAND USE

Senate Bill (SB) 375, which requires councils of governments to adopt an SCS as part of the MTP. The current MTP/SCS was adopted in February 2016 (SACOG 2017b).

The MTP addresses existing needs in the area's communities as well as those of future residents. This includes increasing maintenance of existing roads and adding more sidewalks and bike lanes, and restoring, maintaining, and expanding transit, making it possible for more people to live and work in the same community and live independently as they age. The plan provides policy and strategy suggestions for jurisdictions in the region to promote the MTP/SCS goals of smart land use, environmental quality and sustainability, financial stewardship, economic vitality, access and mobility, and equity and choice (SACOG 2016). While the City may strive to achieve this regional vision, the MTP/SCS is not mandatory and cannot regulate local land use decisions for the local jurisdictions in the Sacramento region, instead relying on voluntary land use decisions by cities and counties.

The following guiding principles are from the MTP/SCS (SACOG 2016):

Smart Land Use: Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.

Environmental Quality and Sustainability: Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.

Financial Stewardship: Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.

Economic Vitality: Efficiently connect people to jobs and get goods to market.

Access and Mobility: Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.

Equity and Choice: Provide real, viable travel choices for all people throughout our diverse region.

The proposed Project supports the following SACOG policies and strategies:

3. Policy: SACOG encourages local jurisdictions in developing community activity centers well-suited for high-quality transit service and complete streets.

3.4. Strategy: Support efforts by transit agencies and local governments to site and design transit centers and stations close to economic centers and neighborhoods and to expand park-and-ride facilities at a few key stations.

3.5. Strategy: Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that support a more compact development form; avoid building new circulation barriers; accommodate safe travel for all users; and provide connections across creeks, freeways and high-speed/high volume arterials and through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops.

3.6. Strategy: Encourage development patterns that provide safe and efficient pedestrian and bicycle access to transit stops and trunk commuter transit lines.

4. Policy: SACOG encourages every local jurisdiction's efforts to facilitate development of housing in all price ranges, to meet the housing needs of the local workforce and population, including low-income residents, and forestall pressure for long external trips to work and essential services.

4.2. Strategy: Encourage adequate supply of housing at a variety of price ranges in the region, which will help to meet local demand, prevent the export of housing to adjacent regions, and, consistent with federal and state statutory goals, promote integrated and balanced living patterns that help provide access and opportunity for all residents and reduce the concentration of poverty.

6. Policy: SACOG encourages local governments to direct greenfield developments to areas immediately adjacent to the existing urban edge through data-supported information, incentives and pursuit of regulatory reform for cities and counties.

8. Policy: Support and invest in strategies to reduce vehicle emissions that can be shown as cost effective to help achieve and maintain clean air and better public health.

8.1. Strategy: Continue the region's previous commitment to Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.

SACOG Sacramento Region Blueprint

Prior to the adoption of SB 375 and the development of SACOG's MTP/SCS, the Sacramento region developed the Blueprint Transportation and Land Use Plan to plan for a future that could support the region's expected growth. In 2004, the SACOG Board of Directors adopted the Preferred Blueprint Scenario to establish a vision for regional land use and transportation growth through 2050. When SB 375 established requirements for the MTP/SCS, the Preferred Blueprint Scenario served as the preferred development pattern to guide the documents in the same direction that stakeholders had chosen for the Blueprint four years prior.

South Sacramento Habitat Conservation Plan (SSHCP)

Sacramento County, the City of Rancho Cordova, the City of Galt, and other local partners are proposing the establishment of the South Sacramento Habitat Conservation Plan. The SSHCP will likely streamline federal and State permitting processes for SSHCP-covered development and infrastructure projects while protecting habitat, open space, and agricultural lands. The SSHCP area encompasses 317,656 acres (including the proposed West and South Study Areas) that are bordered by Highway 50 on the north, San Joaquin County on the south, El Dorado County on the east, and the Sacramento River on the west, and include Galt and most of Rancho Cordova. Within the SSHCP area, 36,282 acres would become part of an interconnected preserve system, including approximately 1,000 acres of vernal pool habitat. Twenty-eight plant and wildlife species, and their natural habitats, would be conserved under the plan. The SSHCP is led by a multijurisdictional collaborative that includes Sacramento County, the Cities of Rancho Cordova and Galt, the Sacramento County Water Agency, the Sacramento Regional County Sanitation District, and the Capital SouthEast Connector Joint Powers Authority (Sacramento County 2017). The draft SSHCP and associated Draft EIR/EIS were released for public review on June 2, 2017; however, the SSHCP has not yet been adopted. See Section 5.4, Biological Resources, for further discussion of the SSHCP.

4.0 LAND USE

LOCAL

City of Elk Grove Climate Action Plan

The Elk Grove City Council adopted the City's Climate Action Plan (CAP) in March 2013. The CAP is a strategic planning document that identifies sources of greenhouse gas emissions and their sources, and forecasts how those emissions will grow with the City in future years. The CAP identifies ways to reduce these emissions through energy use, transportation, land use, water use, and solid waste strategies. Greenhouse gas emissions-reducing strategies in the CAP's Transportation Alternatives and Congestion Management section relate to General Plan Land Use policies, such as by recommending programs that promote transit-oriented development and a more balanced jobs-housing balance. An update to the CAP is a component of the proposed Project.

City of Elk Grove Policy Areas and Specific Plans

The City establishes Land Use Policy Areas to reflect existing and pending major project approvals, or to reflect the need for more detailed land use planning at a future date. Policy Areas typically specify the types of uses to be permitted and circulation and infrastructure improvements more broadly defined by the General Plan. The City currently has six Policy Areas: East Franklin, East Elk Grove, Laguna Ridge, Old Town Elk Grove, South Pointe, and Southeast Policy Area.

In addition, the City includes a rural residential area known as the Sheldon area with recognized unique characteristics. This area has a "rural lifestyle," typified by homes on lots that are 2 gross acres in size and larger.

City of Elk Grove Municipal Code

The Elk Grove Zoning Code (Municipal Code Title 23) serves as the main implementation tool for the City's General Plan Land Use Element. While the General Plan land use designations are more general, the Zoning Code provides specific controls on land use, density, or intensity of development. Other sections of the Municipal Code, such as Title 10 (Vehicles and Traffic), Title 12 (Streets and Sidewalks), Title 16 (Buildings and Construction), and Title 19 (Trees), are also instruments to implement the goals and policies of the General Plan (City of Elk Grove 2017).

4.3 LAND USE EVALUATION

METHODOLOGY

In the following analysis, the proposed Project is evaluated for consistency with adopted local and regional plans and policies as well as for compatibility among proposed land uses. Environmental impacts resulting from the Project are discussed in the environmental subsections in Section 5.0. Land use impacts are considered significant if the proposed Project would conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The City Council is ultimately responsible for interpreting the General Plan and would determine whether the Project is inconsistent with any adopted land use goals or policies. This section differs from other discussions in that only plan consistency and land use compatibility are addressed, as opposed to environmental impacts and mitigation measures. This discussion complies with CEQA Guidelines Section 15125(d), which requires an EIR to discuss inconsistencies with general plans, specific plans, and regional plans as part of the environmental setting.

CONSISTENCY

Specific Plans

The proposed Project includes various changes to the land use plan for the City. For consistency with the updated General Plan, the Project includes the following amendments to specific plans in the City:

- Rescind the East Elk Grove Specific Plan, integrating various policies into the proposed Eastern Elk Grove Community Plan and establishing relevant development standards in Title 23 (Zoning) of the City's Municipal Code (hereinafter the Zoning Code).
- Rescind the East Franklin Specific Plan, integrating various policies into the proposed General Plan as relevant and establishing relevant development standards in the Zoning Code.
- Amend various sections of the Laguna Ridge Specific Plan for consistency with the updated General Plan.

The proposed changes to the City's Specific Plans would ensure consistency between the proposed Project and these plans. The potential physical environmental effects resulting from the proposed changes are analyzed in the appropriate technical sections of this Draft EIR.

Zoning Code

The proposed Project includes various minor land use designation changes throughout the current City limits as well as proposed designations for each Study Area. To maintain consistency with the updated General Plan, the Project includes several amendments to the Zoning Code. Amendments planned as part of the Project include, but are not limited to, the following:

- Updating the allowed uses in commercial, office, and industrial zones as necessary for consistency with the General Plan land use designations.
- Updating the Multifamily Overlay Zone for consistency with the General Plan land use designations.
- Rezoning various properties to zoning districts consistent with the General Plan land use designations.
- Rescinding the Laguna Community/Floodplain SPA zoning district.
- Rescinding the Laguna Gateway SPA zoning district.
- Rescinding the Calvine Road/Highway 99 SPA zoning district.
- Establishing new zoning district(s) as necessary to implement the updated General Plan.
- Updating the Elk Grove-Florin and Bond Road SPA zoning district.
- Updating other development standards as necessary to implement the updated General Plan.

4.0 LAND USE

The proposed zoning amendments would ensure consistency between the proposed Project and the City's Zoning Code. The potential physical environmental effects resulting from the proposed land use designations and zoning changes are analyzed in the appropriate technical sections of this Draft EIR.

Climate Action Plan

The proposed Project includes a comprehensive update to the City's CAP. The proposed CAP is described in Section 2.0, Project Description. Section 5.7, Greenhouse Gas Emissions, analyzes the proposed Project's consistency with the current and proposed CAPs.

SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy

As described in Sections 2.0, Project Description, and 3.0, Demographics, the proposed Project would provide job-generating land uses that would help balance the City's jobs-to-housing ratio, develop a range of housing types to accommodate varying lifestyles and affordability levels, and provide for roadway and transit improvements intended to reduce VMT. By implementing these concepts, the Project would help improve the City's jobs-to-housing ratio (from the current 0.84 to 1.21) and commute times, reduce traffic in the Planning Area and surrounding region, and reduce the physical environmental impacts associated with long commutes and traffic, such as air quality, noise, and greenhouse gas emissions. This is the general intent of the MTP/SCS, and the City maintains consistency with these concepts.

South Sacramento Habitat Conservation Plan

Section 5.4, Biological Resources, describes the SSHCP and analyzes its consistency with the proposed Project.

COMPATIBILITY

Adjacent Land Uses

Incompatible land uses occur when the physical effects (e.g., noise, hazards, odor, dust, light) associated with the operation of one land use adversely affect an adjacent land use. The Land Use Map, shown in **Figure 2.0-3**, illustrates the proposed land use designations within the current City limits and proposed Study Areas. To the extent that potential incompatibilities result in a physical environmental effect, those effects are addressed in the appropriate technical sections of this EIR. Where appropriate, the respective environmental sections are referenced for discussion of any identified potential physical/environmental impacts.

Potential incompatibilities could occur throughout the Planning Area. For instance, low-density residential and other sensitive receptors could be incompatible with busy commercial or industrial uses if not properly designed. To the extent that there is the potential for specific incompatibilities associated with noise, odor, dust, or light, these concerns are addressed in the appropriate technical sections of this Draft EIR. However, based on the analysis of the proposed Project, this EIR concludes that implementation of the goals and policies intended to minimize incompatibilities where differing land uses abut would be effective in reducing impacts. For instance, proposed Policies N-1.1 through N-1.10 would ensure that new development conforms to the City's noise standards, and that acoustical studies are prepared for projects when necessary; and Policies N-2.1 through N-2.4 require site design and other mitigation to reduce or shield excessive noise (see Section 5.10, Noise). Proposed Policies ER-1.1 through ER-1.7 would prohibit new hazardous uses based on the probability of the occurrence of a hazardous event;

require strict regulation and oversight of the use and storage of hazardous materials; and direct trucks routinely transporting large quantities of hazardous materials away from residential and commercial areas.

Elk Grove Municipal Code Section 23.60.030, Hazardous Materials, provides further regulation of the use, storage, and transport of hazardous materials to minimize potential risks to the public and the environment (see Section 5.8, Hazards and Hazardous Materials). Elk Grove Municipal Code Section 23.60.050 regulates odors, dust, and smoke to minimize adverse impacts on sensitive uses by prohibiting the emission of dust and particulate matter in noticeable quantities, and requires exhaust air ducts to be directed away from abutting residentially zoned properties (see Section 5.3, Air Quality). Elk Grove Municipal Code Chapter 23.56, Lighting, is dedicated to regulating lighting and minimizing glare and light pollution. For instance, lighting fixtures at new multifamily and nonresidential development projects would be required to be shielded and directed downward such that no lighting is visible within any residential unit. This chapter also regulates lighting levels, the height of light poles, and the hours of illumination (see Section 5.1, Aesthetics, Light, and Glare).

In addition to future development within the current City limits, the Project would also allow for future annexation and development within the proposed Study Areas. Over the lifetime of the proposed Project, most of the Study Areas could be converted from rural residential and agricultural uses to more urbanized uses, including residential, commercial, and public uses and related infrastructure. Urban development located adjacent to active agricultural operations may be incompatible. Agricultural activities generate dust, smoke, and odors that could be considered a nuisance by future residents of the Study Areas and the movement of heavy agricultural equipment on public roadways could create traffic hazards. Conversely, agricultural operations can be affected by complaints by neighboring residential development and the presence of more people nearby.

The City is committed to preserving agriculture within and outside of the existing City limits, pursuant to proposed General Plan Policy AG-1-3, which affirms the City's commitment to the preservation of agricultural production, established in Elk Grove Municipal Code Title 14, Agricultural Activities and Water Use and Conservation. Policy AG-1-6 also limits the siting of projects near agriculture that might result in conflicts. In addition, Elk Grove Municipal Code Chapter 14.05, Agricultural Activities, would reduce the potential for conflict where urban uses and agriculture interface. Specifically, the chapter includes policies to ensure that agricultural operations are conducted in a manner consistent with proper and accepted customs and standards. It also requires that notification be provided to residents of property located near properties designated for agricultural use, and includes notification and mediation procedures for cases in which agricultural activities are not being conducted in a reasonable manner, or when the operator of an agricultural operation is not using currently acceptable methods.

As shown on General Plan Figures 4-6, 4-7, and 4-8, the East, South, and West Study Areas would feature buffers along the urban edge to help minimize potential conflicts. In addition, the General Plan requires Land Use Program standards for each Study Area, which would include determining the most appropriate land use designations along the urban edge and establish policies to minimize land use conflicts, such as the provision of buffers, fencing, and signage. As shown on General Plan Figure 4-5, the North Study Area would have no such buffer. However, land uses in this area would be restricted to rural residential and agriculture. Therefore, the potential for conflicts would be minimal, and implementation of the General Plan policies noted above would further reduce the potential for incompatibility with adjacent uses.

4.0 LAND USE

REFERENCES

- City of Elk Grove. 2017. *Elk Grove Zoning Code*.
- Google Earth. 2015. "Elk Grove." 38°24'31.41 N 121 22'40.62 W. eye alt. 20983. 2015. Accessed September 2015.
- Google Street View. 2012. East of SR 99. Accessed September 2015.
- . 2015. West of SR 99. Accessed September 2015.
- OPR (California Office of Planning and Research). 2017. *General Plan Guidelines*.
- SACOG (Sacramento Area Council of Governments). 1999. *Sacramento Executive Airport Comprehensive Land Use Plan*.
- . 2012. *Metropolitan Transportation Plan/Sustainable Communities Plan*. <http://www.sacog.org/2012-plan>.
- . 2013. *Sacramento International Airport Land Use Compatibility Plan*.
- . 2016. *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy*. <https://www.sacog.org/2016-mtpscs>.
- . 2017a. *About SACOG*. <http://sacog.org/about>.
- . 2017b. *2016 MTP/SCS*. <https://www.sacog.org/2016-mtpscs>.
- Sacramento County. 2015a. *Sacramento County General Plan*. http://www.elkgrovecity.org/city_hall/departments_divisions/planning/land_use_regulations/general_plan_and_community_plans.
- . 2015b. *Cosumnes Community Services District*. ArcGIS, Version 8.3.
- . 2017. *South Sacramento Habitat Conservation Plan*. <http://www.southsachcp.com/>.
- Sacramento County Assessor's Office. 2015. Parcel Viewer. <http://assessorparcelviewer.saccounty.net/jsviewer/assessor.html>.