

# Support Materials

for

City of Elk Grove  
Sphere of Influence (SOI)  
(LAFC 09-10)

**Exhibit A**

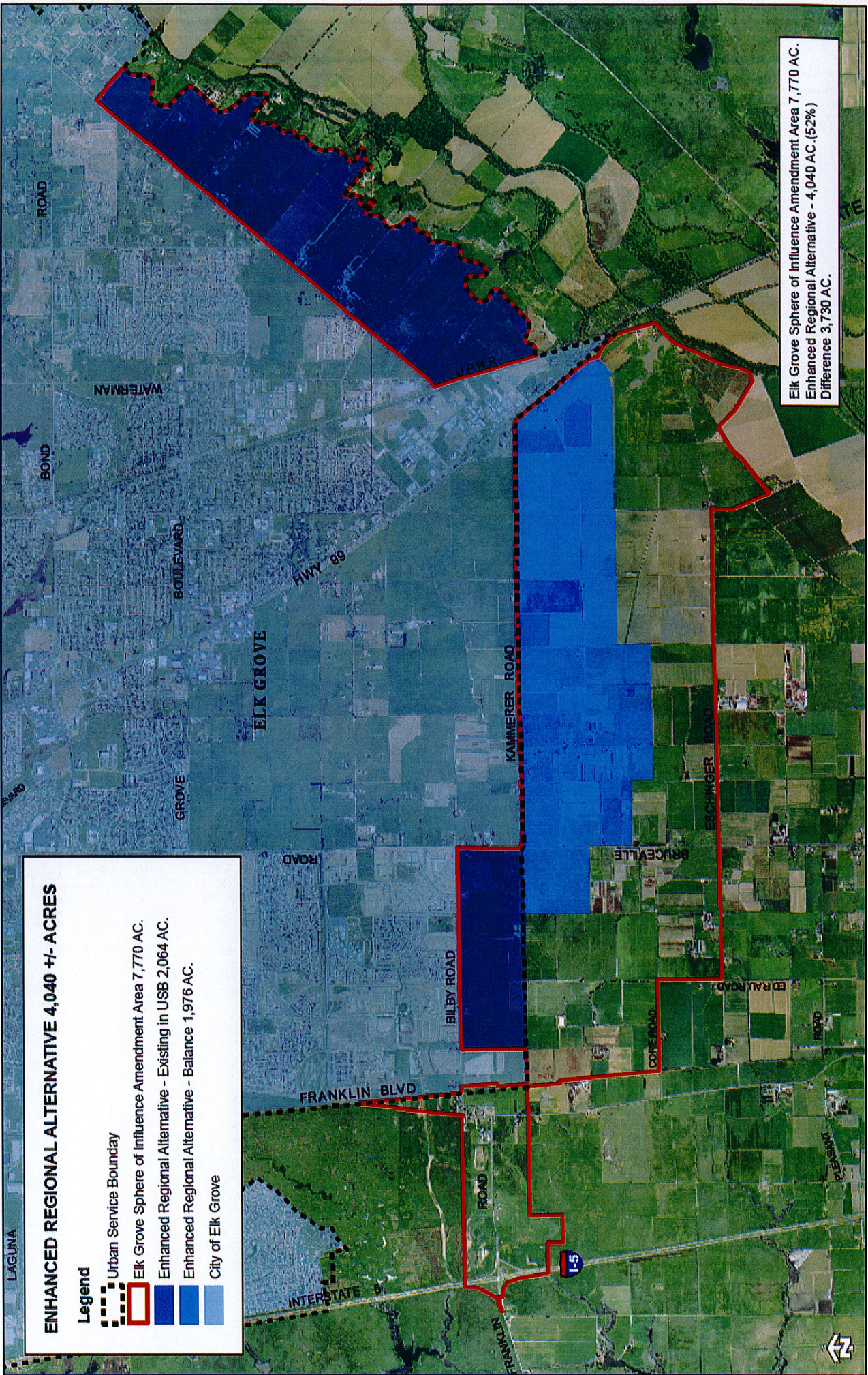
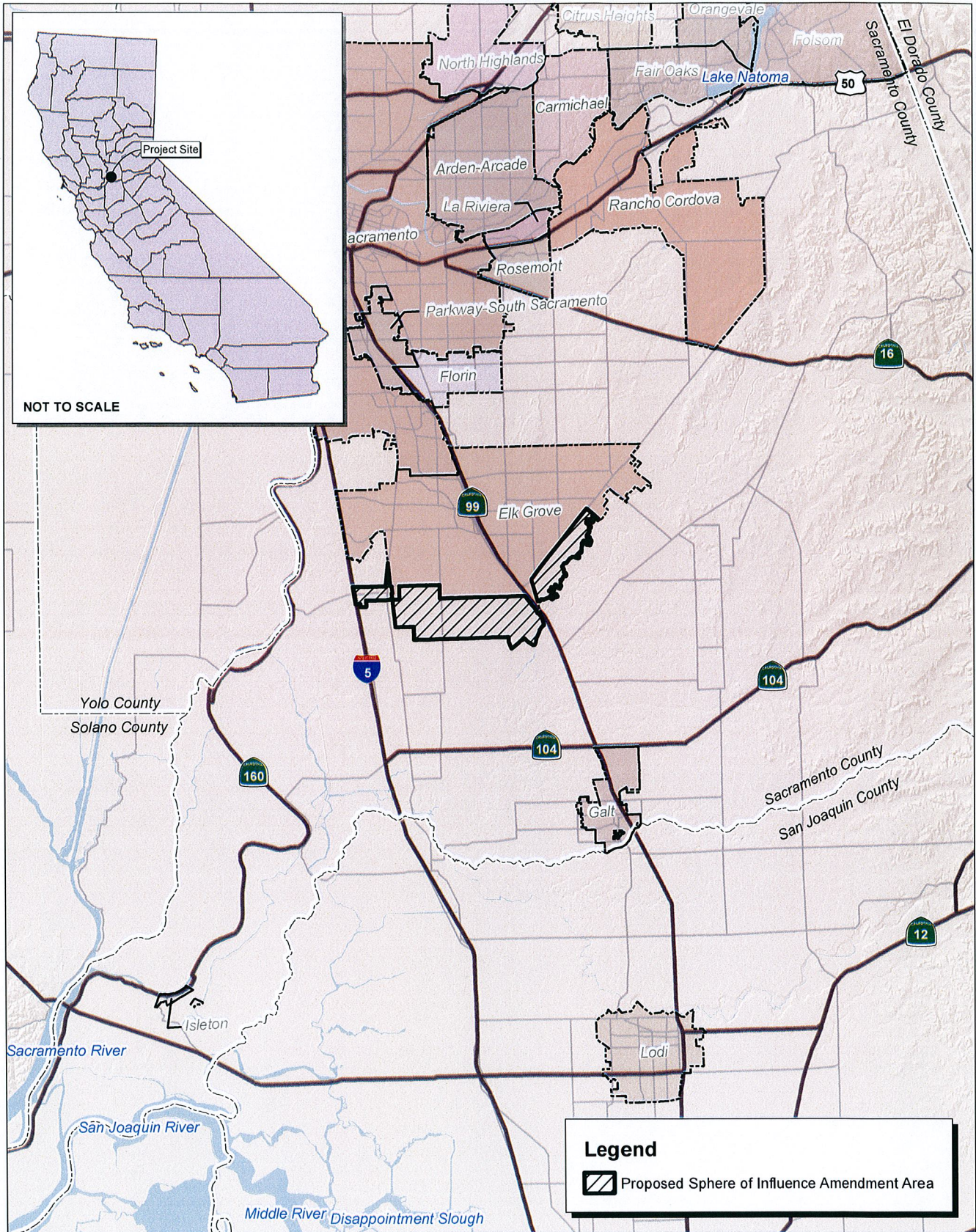


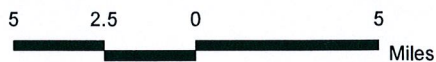
Exhibit A



Source: Census 2000 Data, The CaSIL, MBA GIS 2010.

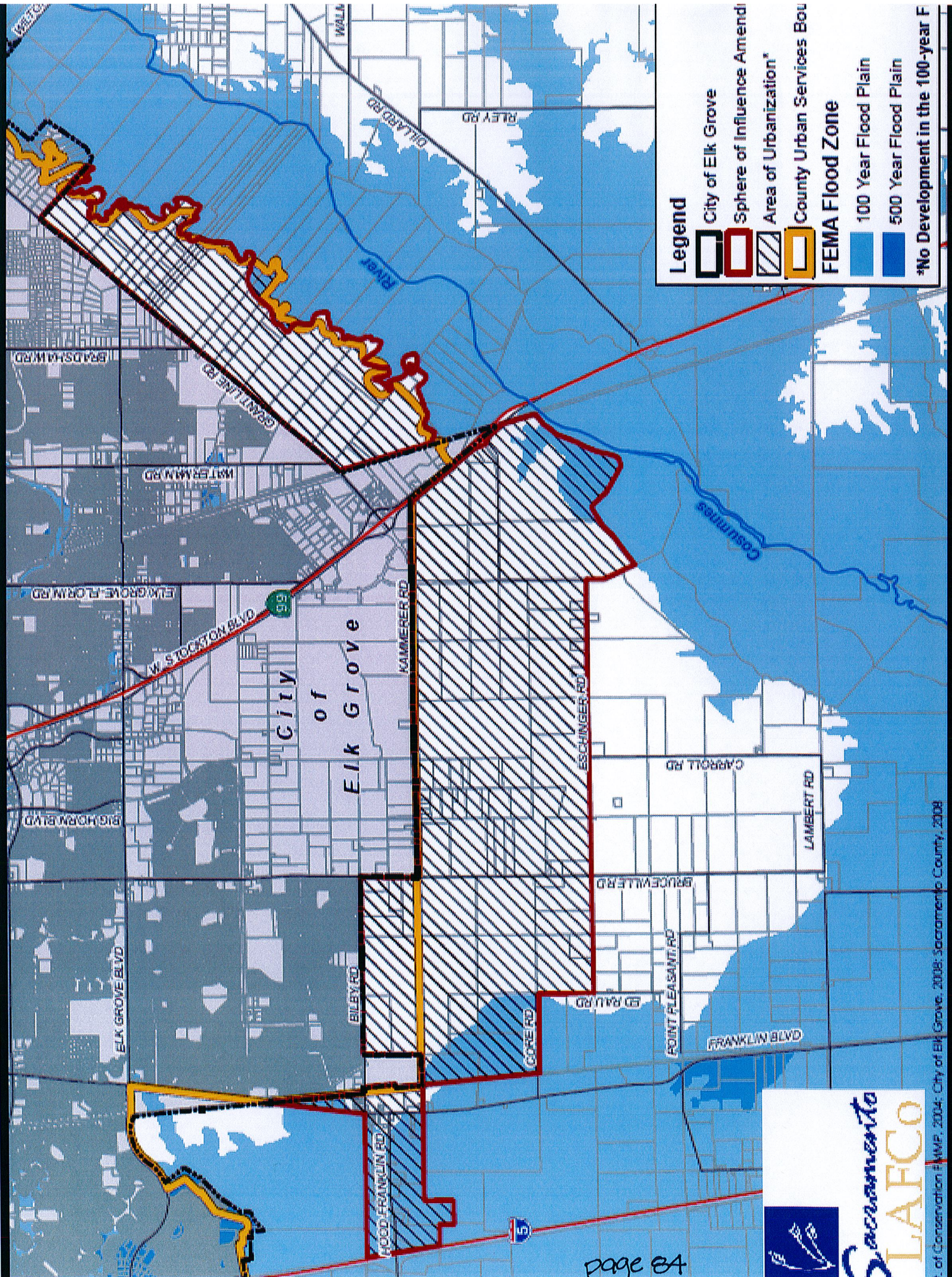


Michael Brandman Associates  
32330002 • 09/2011 | 2-1\_regional.mxd










## Exhibit 2-1 Regional Location Map

SACRAMENTO LAFCo • ELK GROVE SPHERE OF INFLUENCE AMENDMENT  
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT

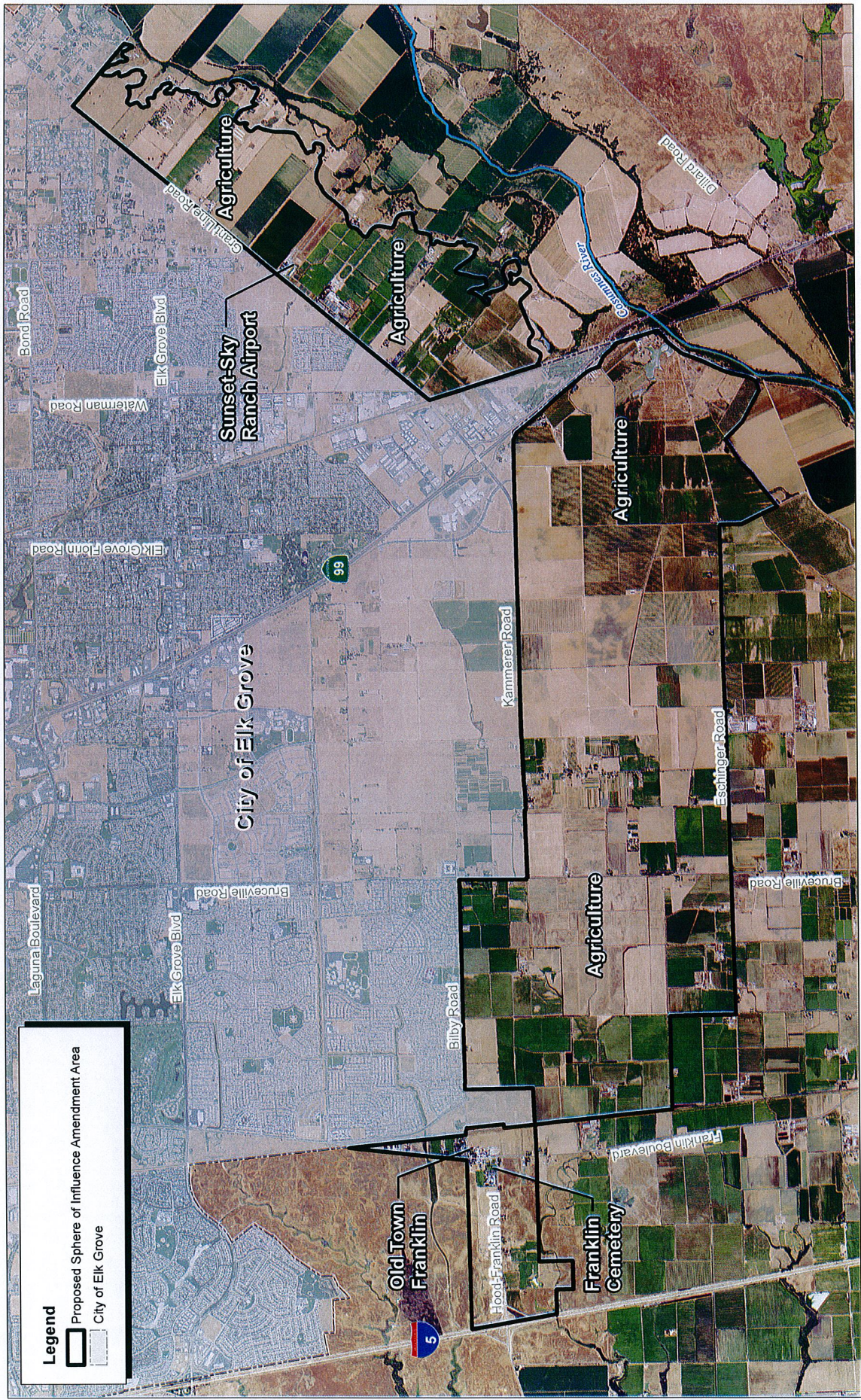


**Legend**

-  City of Elk Grove
-  Sphere of Influence Amendment
-  Area of Urbanization\*
-  County Urban Services Boundary
- FEMA Flood Zone**
-  100 Year Flood Plain
-  500 Year Flood Plain
-  \*No Development in the 100-year Flood Plain

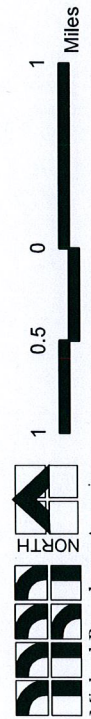
City  
of  
Elk Grove



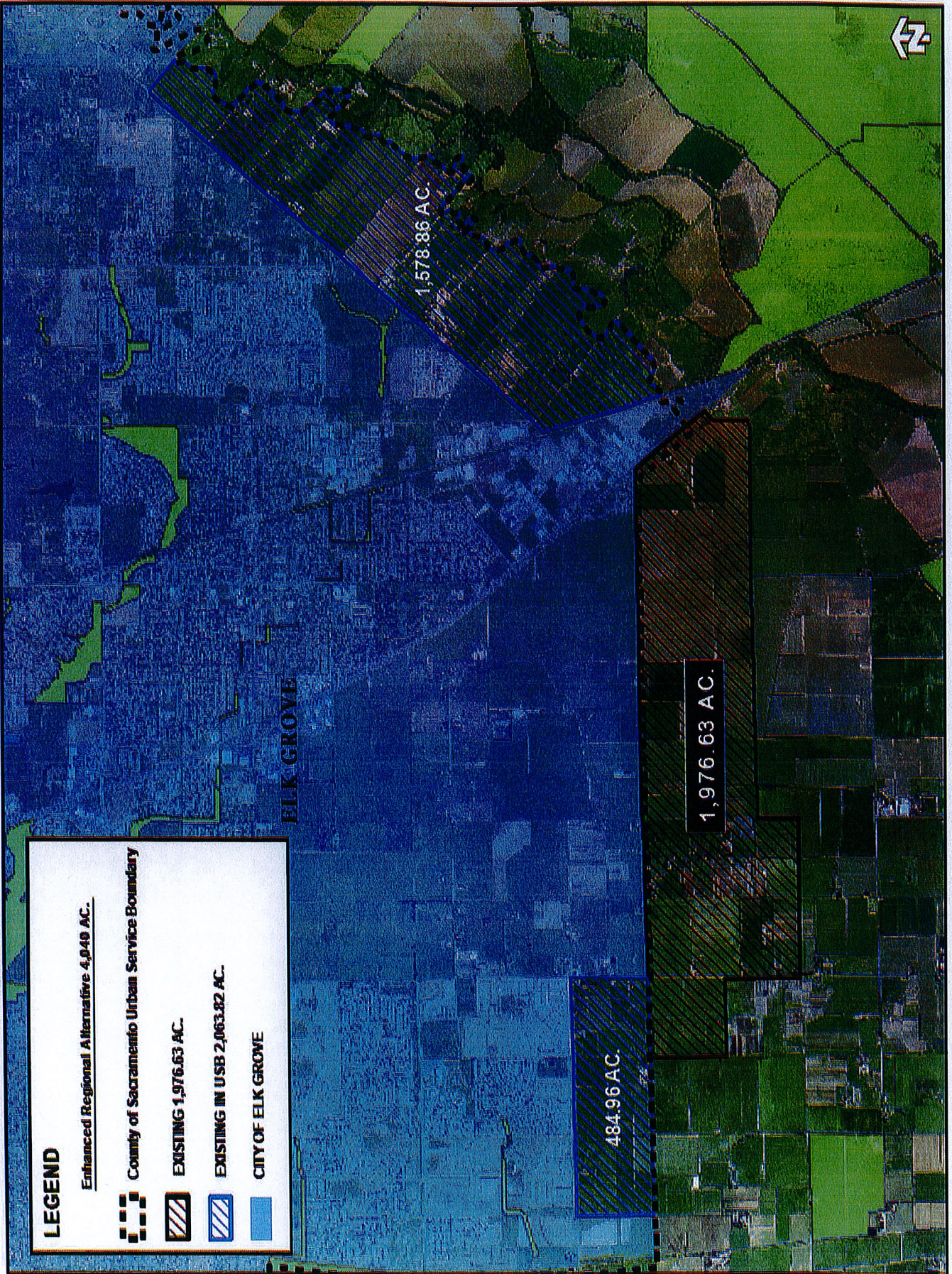


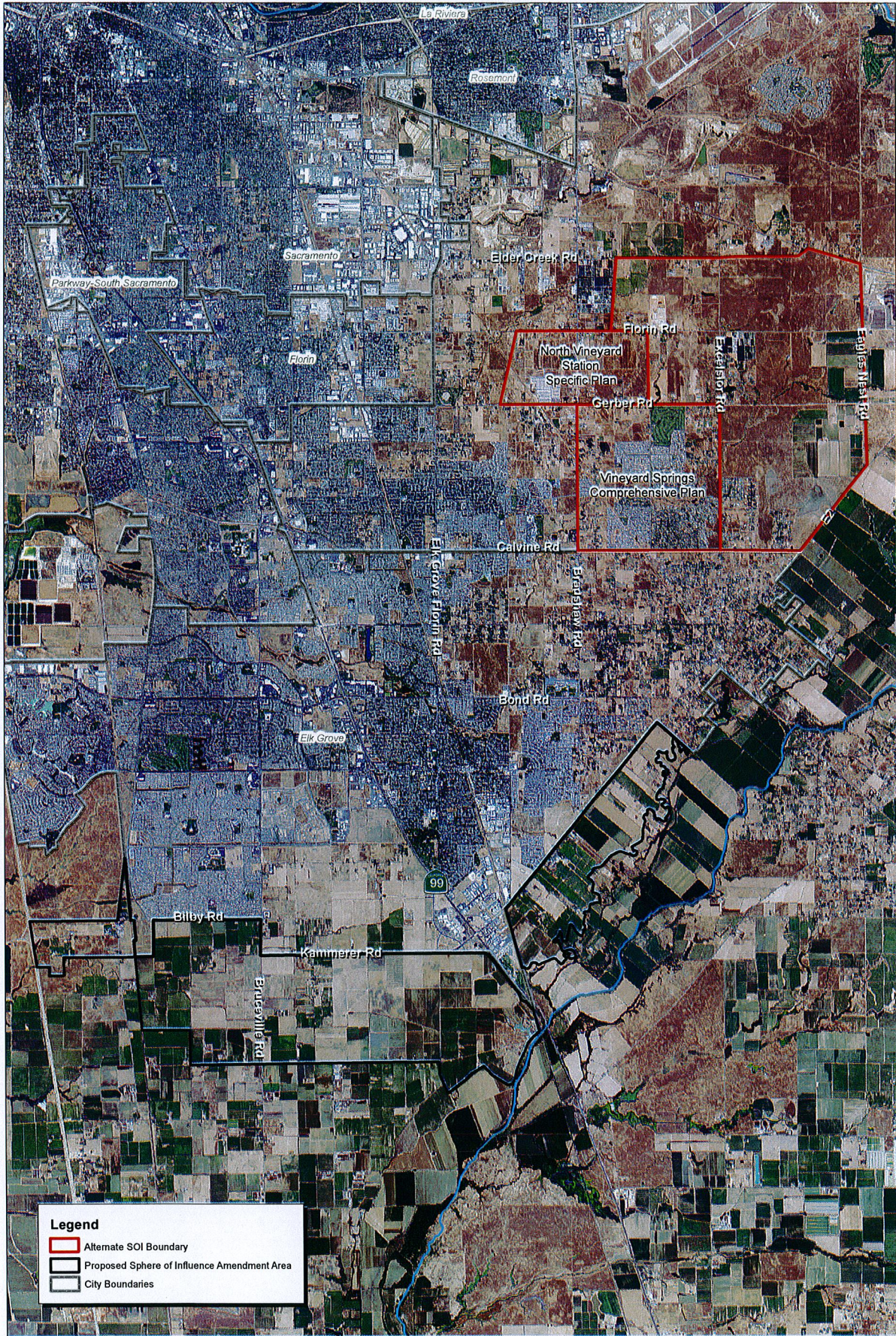
Source: Sacramento County NAIP, 2009, County of Sacramento, City of Elk Grove, 2009.

## Exhibit 2-4 Existing Land Uses

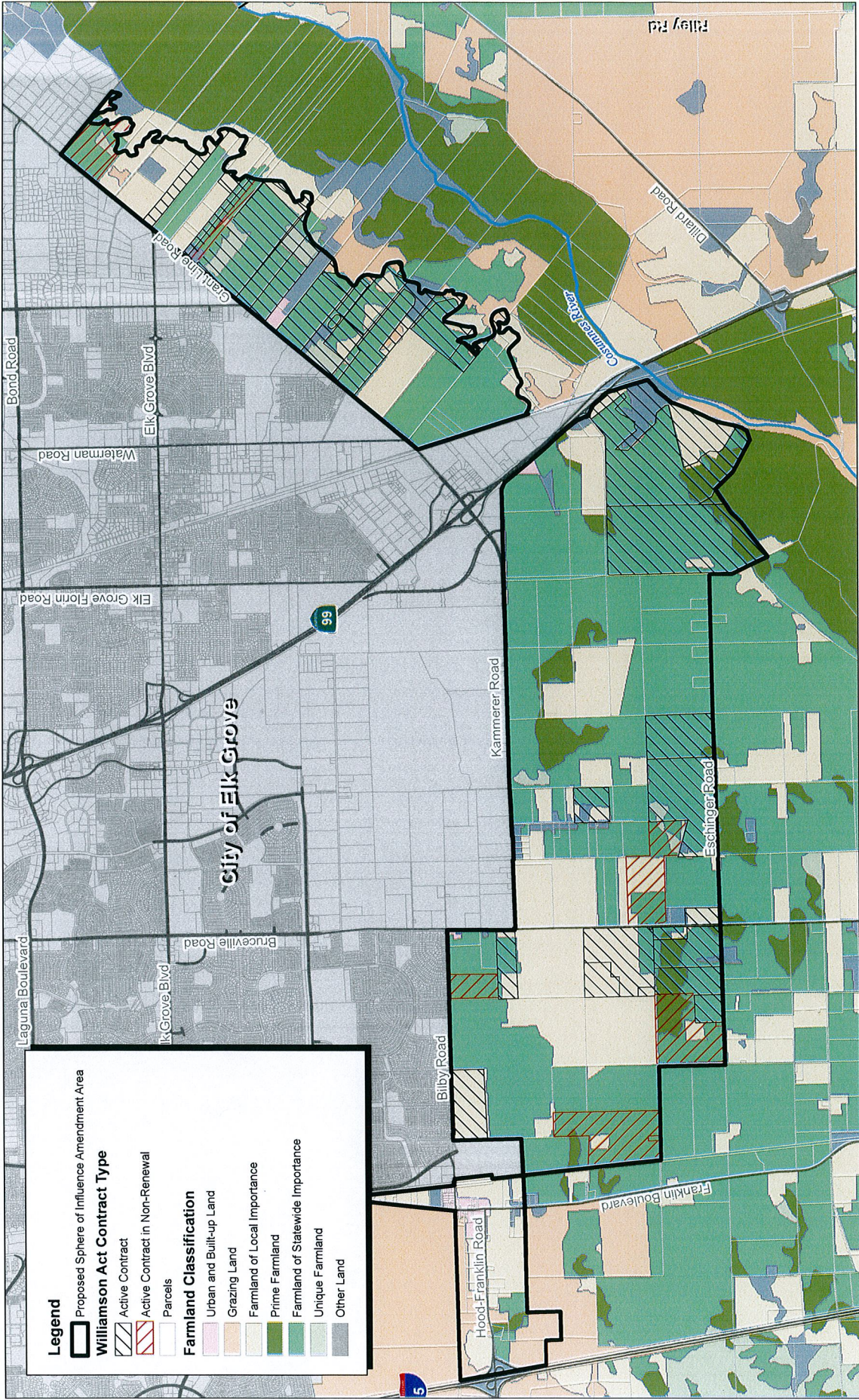


page 85





Source: Sacramento County NAIP, 2009.



**Legend**

- Proposed Sphere of Influence Amendment Area
- Williamson Act Contract Type**
  - Active Contract
  - Active Contract in Non-Renewal
- Parcels**
  - Urban and Built-up Land
  - Grazing Land
  - Farmland of Local Importance
  - Prime Farmland
  - Farmland of Statewide Importance
  - Unique Farmland
  - Other Land

Source: County of Sacramento, City of Elk Grove, Farmland Mapping and Monitoring Program, 2008.



32330002 • 09/2011 | 3.2-1\_fmmp\_ag\_lands.mxd

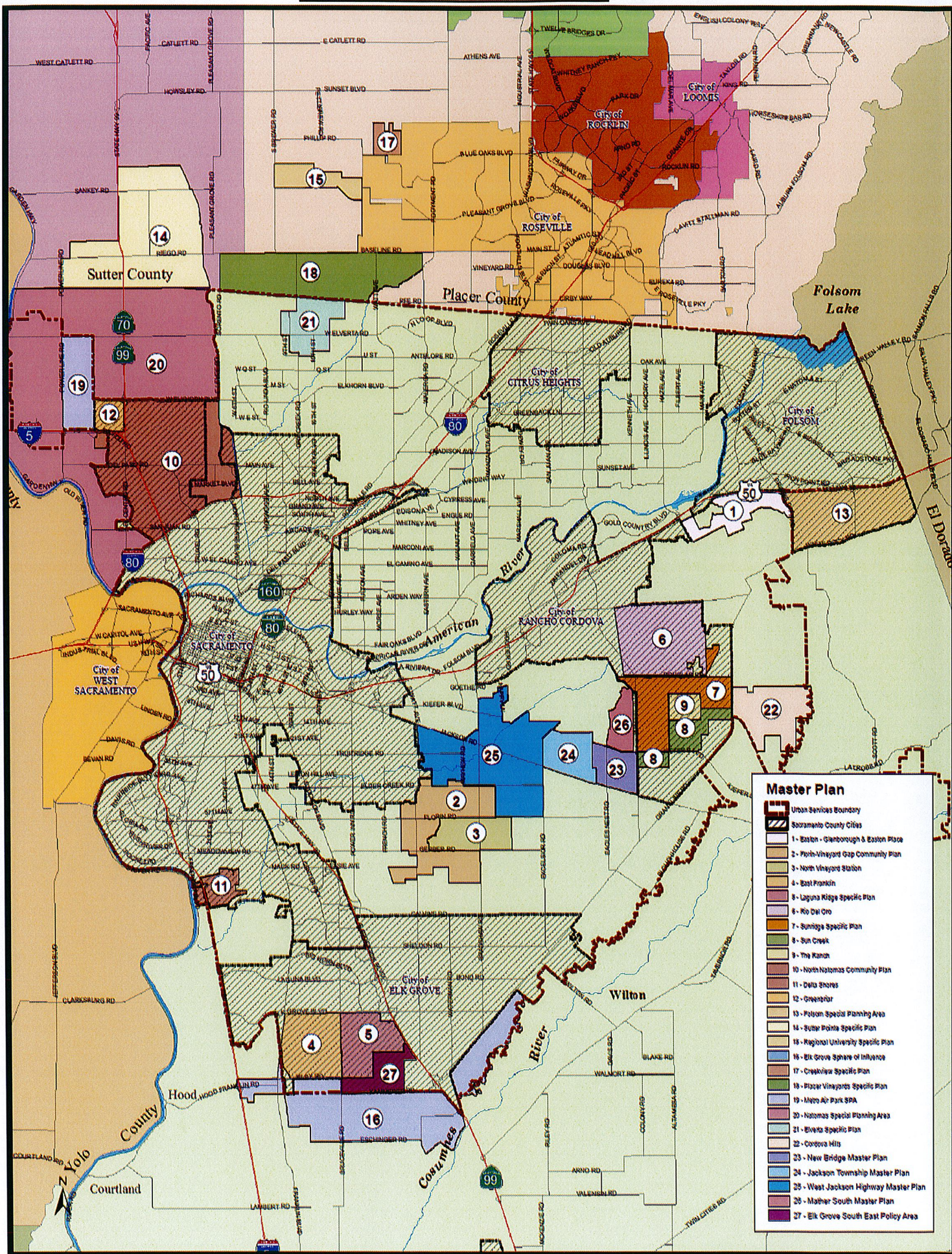


**Exhibit 3.2-1  
Farmland Mapping & Monitoring Program Agricultural Lands**

SACRAMENTO LAFCo • ELK GROVE SPHERE OF INFLUENCE AMENDMENT  
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT



# Regional Development Activity



Master Plan	
	Urban Services Boundary
	Sacramento County Cities
	1 - Easton - Glenborough & Easton Place
	2 - North-Vinayard Gap Community Plan
	3 - North Vinayard Station
	4 - East Franklin
	5 - Laguna Ridge Specific Plan
	6 - Rio Del Oro
	7 - Sunniga Specific Plan
	8 - Sun Creek
	9 - The Ranch
	10 - North Natomas Community Plan
	11 - Delta Shores
	12 - Greenleaf
	13 - Folsom Special Planning Area
	14 - Sutter Pointe Specific Plan
	15 - Regional University Specific Plan
	16 - Elk Grove Sphere of Influence
	17 - Crockerview Specific Plan
	18 - Placer Vineyards Specific Plan
	19 - Metro Air Park SPA
	20 - Natomas Special Planning Area
	21 - Elverta Specific Plan
	22 - Cordova Hills
	23 - New Bridge Master Plan
	24 - Jackson Township Master Plan
	25 - West Jackson Highway Master Plan
	26 - Mother South Master Plan
	27 - Elk Grove South East Policy Area

Department of Community  
Development  
Lori A. Moss, Director



**Divisions**  
Building Permits & Inspection  
Code Enforcement  
County Engineering  
Planning & Environmental Review

March 12, 2013

Peter Brundage, LAFCO  
700 H Street Rm. 7650  
Sacramento, CA 95814

Subject: Memorandum of Understanding (MOU) Regarding The City of Elk Grove's proposed Sphere of Influence (SOI)

Dear Mr. Brundage:

The purpose of this letter is to inform you that the County of Sacramento does not intend to pursue an MOU with the City of Elk Grove regarding its proposed SOI expansion. The primary purpose of the MOU was to establish commonly shared conservation and open space principles for the Cosumnes River and land within the unincorporated County in the context of the proposed SOI expansion.

The County, in consultation with City of Elk Grove staff, has determined that an MOU is no longer necessary due to concessions made by the City to reduce the size of the SOI from its original 16,000 acres to its current size of approximately 8,000 acres and the decision to exclude areas within the floodplain from the proposed SOI.

The County applauds the City for this compromise and intends to continue partnering in conversations with the City in the interest of the SOI area. We look forward to the release of the SOI Draft EIR.

If you have any questions please feel free to contact me at 874-2558 or by email at [moss1@saccounty.net](mailto:moss1@saccounty.net).

Sincerely,

A handwritten signature in cursive script that reads "Lori Moss".

Lori Moss,  
Community Development Director

C: Brad Hudson  
Rob Leonard  
Leighann Moffitt  
Laura Gill  
Rebecca Craig  
Taro Eschiburo

RECEIVED

MAR 12 2013

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION



May 13, 2013

Don Lockhart, AICP, Assistant Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street #100  
Sacramento, CA 95814

RECEIVED

MAY 21 2013

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

Dear Mr. Lockhart,

On behalf of the Sacramento Area Council of Governments, I am submitting the following comments on the Recirculated Draft Environmental Impact Report (RDEIR) for the Proposed City of Elk Grove Sphere of Influence Amendment (LAFC # 09-10).

### Background

The Sacramento Area Council of Governments (SACOG) is comprised of six counties and 22 cities in the region. SACOG's primary responsibility is developing and implementing the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), a document that establishes transportation spending priorities throughout the region. The MTP/SCS must be based on the most likely land use pattern to be built over a 20+ year planning period, conform with federal air quality regulations and achieve state greenhouse gas reduction targets.

The MTP/SCS must effectively address the linked challenges of reducing regional traffic congestion levels and mobile-source air pollutants, including particulate matter, ozone and greenhouse gases. The SACOG Blueprint Study (Blueprint), conducted from 2002-2004, revealed that there is a strong connection between land use patterns, travel behavior and air quality. Specifically, certain land use strategies lead to increased walking, biking and transit use, shorter automobile trips, and reduced mobile-source air pollution. These land use strategies include higher density housing and employment, locating jobs and housing near each other, and providing strong connectivity in the design of street and bicycle/pedestrian systems. In support of these findings, the SACOG Board adopted the Blueprint principles and conceptual map as a depiction of a way in which the region could grow and achieve these transportation and air quality benefits, as well as many other environmental and quality of life benefits (Attachment – 12 page BP report).

### Comments

Of the alternatives analyzed in the RDEIR, the Enhanced Regional Alternative to the proposed project is the most consistent with the Blueprint, particularly if Elk Grove plans the area for future employment growth. As noted above, one of the land use strategies that achieves congestion and air pollution reduction is jobs-housing balance. For the region to realize these reductions, communities that currently have a low ratio of jobs to housing, such as Elk Grove, need to plan for and attract enough job growth over time to minimize the need for long-distance commuting out of the city (measured in vehicle miles traveled<sup>1</sup>).

<sup>1</sup>A vehicle mile traveled, or VMT, is one vehicle traveling on a roadway for one mile. VMT correlates to vehicle emissions and congestion.

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

Don Lockhart, AICP, Assistant Executive Officer

Page 2

May 13, 2013

To illustrate the effectiveness of this land use strategy, SACOG conducted a sketch-level analysis of the vehicle miles traveled (VMT) effects of using the proposed sphere of influence (SOI) for jobs. Daily VMT per capita within the City of Elk Grove was slightly higher than the regional average in 2008. VMT per capita is projected to decline by 2035 in the adopted MTP/SCS at a faster rate than the decline in the regional average VMT per capita, largely due to a projected improvement in the Elk Grove jobs-housing balance from 0.58 jobs per household in 2008 to 0.72 jobs per household in 2035. Our sketch level modeling indicates that additional improvements in jobs per household would further reduce VMT per capita in Elk Grove, producing benefits within the city but also for the region's congestion and air pollution challenges. It is the goal of the MTP/SCS to reduce regional VMT per capita by 2035 to achieve federal clean air standards, state greenhouse gas emissions reduction targets, and Blueprint growth principles. Based on this analysis, it appears that the Enhanced Regional Alternative, if used for employment uses, would aid the region in achieving congestion and air quality goals.

We note that the size and location of the Enhanced Regional Alternative is generally consistent with the Blueprint conceptual map, which contemplated future growth south of the current city limits of Elk Grove. Some level of variance is expected within a given geography since the Blueprint is a conceptual map and not intended to be interpreted or implemented in a literal, parcel-specific manner. The Enhanced Regional Alternative includes approximately the same amount of acreage west of State Highway 99 that is included in the Blueprint. While the area east of State Highway 99 is not shown in the Blueprint map, the acreage makes up less than half of the acreage of the entire Enhanced Regional Alternative, is confined to an area bounded on three sides by the current city limits and on one side by the floodplain, and sits within the Urban Service Boundary. These conditions make it a logical future extension of the city limits.

Gov. Code Sec. 56668 (g) requires Sacramento LAFCo to consider, in the review of the sphere of influence proposal, the adopted MTP/SCS. The purpose of the MTP/SCS is to forecast actual constructed development during a 20+ year planning period (the current MTP/SCS covers 2012-2035). This is different from a land supply contingency needed to support a healthy land market. We agree that Elk Grove may need additional land outside of the current city limits at some point to support additional job growth to help the city's current imbalance of jobs and housing. The key issues around such an expansion would involve the timing of urbanization and conditions for development.

Thank you for your consideration. Please don't hesitate to contact me if you have any questions.

Sincerely,



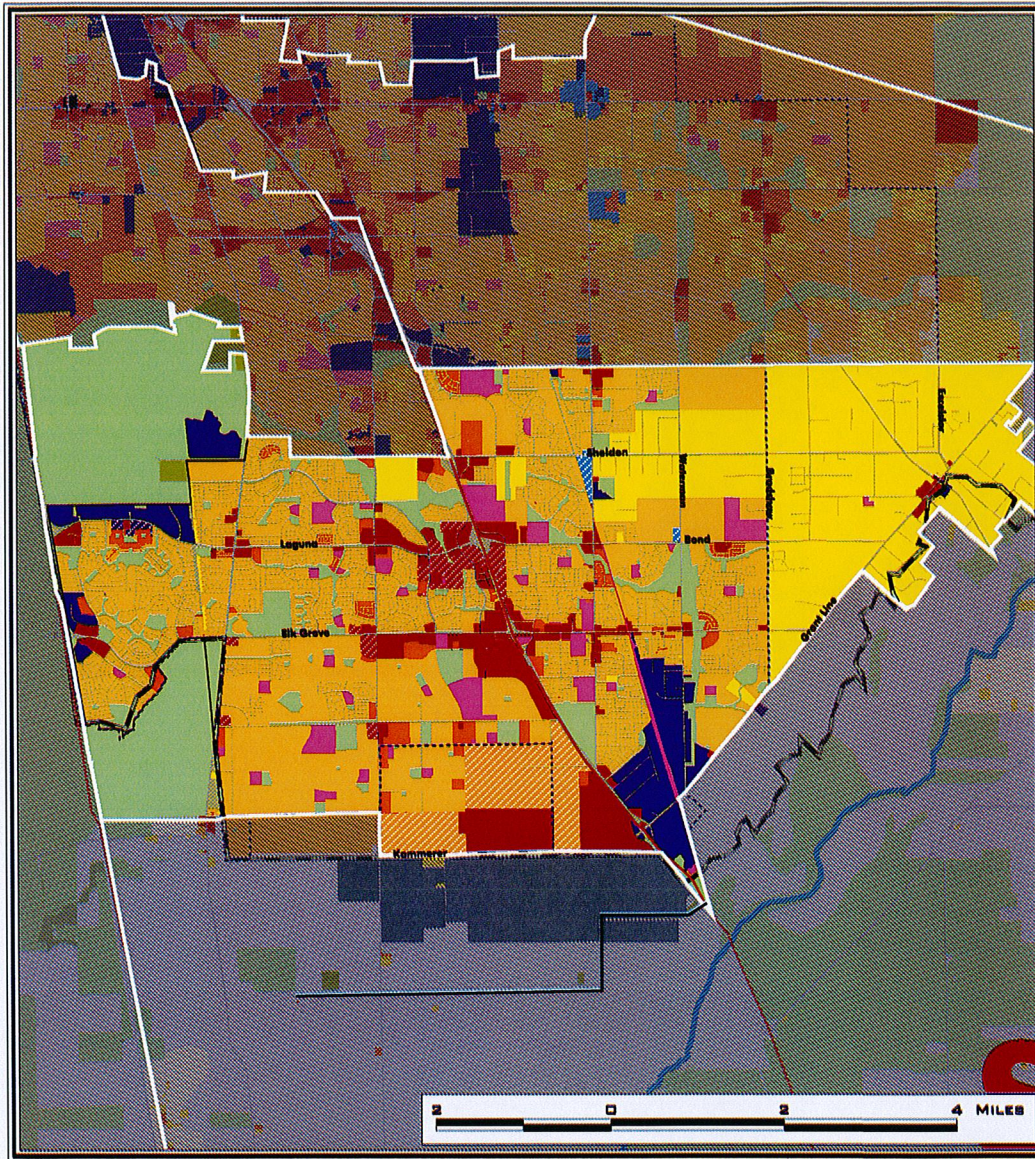
Mike McKeever  
Chief Executive Officer

cc: Gary Davis, Mayor  
City of Elk Grove

### Scenario Map - Elk Grove, Sacramento County (printable)

[Return to the previous page](#) | [High-res PDF](#)

# ELK GROVE



<b>RESIDENTIAL "BUILDING" TYPES</b>	<b>NON-URBAN "LAND USE" TYPES</b>	<b>MIXED USE "PLACE" TYPES</b>
<ul style="list-style-type: none"><li>Rural Residential</li><li>Single Family Large Lot</li><li>Single Family Small Lot</li><li>Attached Residential</li></ul>	<ul style="list-style-type: none"><li>Agriculture</li><li>Forest</li><li>Open Space</li><li>Parks</li><li>Water</li></ul>	<ul style="list-style-type: none"><li>Low Density Mixed-use Center or Corridor</li><li>Medium Density Mixed-use Center or Corridor</li><li>High Density Mixed-use Center or Corridor</li><li>Employment Focus Mixed-use Center or Corridor</li></ul>
<b>EMPLOYMENT "BUILDING" TYPES</b>	<b>RESIDENTIAL "PLACE" TYPES</b>	<ul style="list-style-type: none"><li>Vacant Urban Designated Lands (2050)</li><li>Vacant Rural Residential Lands (2050)</li></ul>
<ul style="list-style-type: none"><li>Retail</li><li>Office</li><li>Industrial</li><li>Public</li></ul>	<ul style="list-style-type: none"><li>Medium Density Mixed Residential</li><li>High Density Mixed Residential</li></ul>	