



Planning Commission Staff Report

August 5, 2010

Project: Laguna Ridge Specific Plan Amendment
Request: Amendment to Section 8.1.4, Guiding Principles for Infrastructure and Public Facilities, and Table 8-1, Required On and Off-site Circulation Infrastructure, of the Laguna Ridge Specific Plan
Location: The Laguna Ridge Specific Plan is located south of Elk Grove Boulevard, east of Bruceville Road, north of Bilby Road to the future extension of Big Horn Boulevard, and north of Whitelock Parkway on the eastern side of Big Horn Boulevard, and west of West Stockton Boulevard.
APNs: Various
Staff: Fritz Buchman, P.E., Assistant Public Works Director
Jessica Shalamunec, Planning Manager

Staff Recommendation

Staff recommends that the Planning Commission recommends the City Council find the project exempt from CEQA and approve the Laguna Ridge Specific Plan Amendment, subject to the findings contained in the Resolution.

Project Description

The proposed project will amend Section 8.1.4, Guiding Principles for Phasing Infrastructure and Public Facilities, and Table 8-1, Required On and Off-site Circulation Infrastructure, of the Laguna Ridge Specific Plan to clarify the timing of required infrastructure for future development projects throughout the entire specific plan. These amendments do not effect development that has already been constructed within the Specific Plan. This is a City-initiated project.

Proposed Amendments to Section 8.1.4 are as follows (deletions in strikethrough, additions underlined):

Section 8.1.4 Guiding Principles for Phasing of Infrastructure and Public Facilities

The timing of all development within the LRSP shall be consistent with the following policies contained herein and will be incorporated as Conditions of Approval for subsequent projects:

1. Backbone public facilities and infrastructure improvements shall be installed concurrent with projected development demands for both on-site (within the Specific Plan area) and off-site (outside the physical boundaries of the Specific Plan area) to meet the City's and/or other agency infrastructure standards.
2. All infrastructure required of a specific project shall be constructed to the satisfaction of the City and consistent with General Plan policies PF-3 and PF-8 (see section 8.1.6) prior to building permit issuance within the project area.
3. The City will require project applicants (including applicants for individual final map phases) to fund and/or perform analyses if and as needed to ensure that adequate infrastructure will be in place prior to the demands of the proposed development. ~~The CIP included in the Financing Plan shall include an estimate of the minimum infrastructure required to meet the development demands of that specific project or tentative subdivision map. These infrastructure requirements will be refined as part of the review and processing of individual projects.~~

4. No tentative subdivision maps or building permits for projects not requiring tentative subdivision maps shall be approved within the Laguna Ridge Specific Plan until such time as all off-site infrastructure thresholds have been identified and the Financing Plan has been prepared and approved by the City.
5. As required by General Plan policies, no final maps or building permits for projects not requiring subdivision maps shall be approved until finance mechanisms are in place to ensure funding will be available to deliver required infrastructure concurrent with the demands of development ~~and consistent with the defined roadway improvements with each phase of development.~~
6. Prior to the approval of a Final Map, or building permits for residential projects not requiring subdivision maps, the subject property shall be included in a Community Facilities District that provides for additional on-going police services costs.
7. Prior to the approval of a Final Map or building permits for projects not requiring subdivision maps, the subject property shall be included in a Benefit Assessment District or Community Facilities District that provides for ~~additional~~ on-going street maintenance costs.
8. Prior to or concurrent with approval of any Final Map or Improvement Plan or issuance of any Building Permit ~~or within 180 calendar days following approval and adoption of the Laguna Ridge Specific Plan (which occurs first)~~, all properties rezoned (excluding the non-participating owners as shown on the Land Use Plan) shall deliver to the City executed right-of-way dedication documents for arterial and thoroughfare right-of-way, ~~the corresponding landscape and public utility easements that lies within the subject property~~ along with any other dedications needed for the adjacent roadway corridor, including but not limited to dedications for public landscape, pedestrian, public utility purposes, lying in the subject property.
9. Prior to or concurrent with approval of development by a non-participating property owner, that non-participating property owner as shown on the Land Use Plan shall deliver to the City executed dedication documents for arterial and thoroughfare right-of-way ~~and any landscape and public utility easements that lies within the subject property~~ along with any other dedications needed for the adjacent roadway corridor, including but not limited to dedications for public landscape, pedestrian, public utility easements purposes, that lay in the subject property.
10. All dedications shall be of a form approved by the City, including but not limited to grant deeds, easements, Irrevocable Offers of Dedication, or other approved instruments. The type and form of the dedication shall be at the sole discretion of the City.
11. All parklands, paseos and other open space shall be dedicated to the City and the Cosumnes Community Services District as tenants in common. All drainage facilities and publicly maintained roadside landscape corridors shall be dedicated to the City. The timing for delivery of parks, recreation facilities, paseos and open space within LRSP development phases II, III, and IV shall be determined prior to approval of the first tentative subdivision map within the corresponding phase of the Specific Plan.

12. All roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connection from intersection to intersection, to provide safe and adequate access with each phase of development ~~as identified for each Area or Sub-Area by the Phasing Plan or~~ as conditioned with the approval of tentative maps. Major arterial/thoroughfare loops shall be completed in the North, South, and East Development Areas as directed by the City.
13. Roadways shall consist of the full section from curb to curb, streetlights, sidewalks, and median landscaping where applicable. Phased construction of sidewalks, temporary asphalt sidewalks where adjacent to non-participating property owners and other measures may be allowed at the discretion of the City. Roadside landscaping (and walls where required) shall be installed concurrent with adjacent development consistent with project phasing. The City may allow the design and construction of portions of arterial or thoroughfare roadways to be deferred where capacity associated with such portions is not immediately needed to meet Level of Service goals set forth in the General Plan and/or applicable environmental documents. If the deferral involves improvements within or adjacent to a development and the improvements are not eligible under the Elk Grove Roadway Fee Program, the City will require the developer to make an in-lieu payment pursuant to Chapter 12.03 of the City Code or establish and/or participate in a finance mechanism acceptable to the City to fund the deferred improvements.
14. Each phase of a project or tentative subdivision map shall include a collector and/or local street system that provides at least two points of access to arterial and/or thoroughfare streets, to the satisfaction of the City, unless the street system serves forty residential units or fewer, in which case the City may allow a single point of access to be provided.
- ~~15. Wherever collector or local roadways intersect an arterial or thoroughfare roadway, that arterial or thoroughfare roadway shall be improved, as indicated in 13 above, from that point to the next completed arterial or thoroughfare segment.~~
- ~~16. When intersections are part of the required roadway improvements, they shall be constructed to their planned ultimate configuration. Where an intersection is planned for signalization, it shall be signalized when it is constructed or improved. The pedestrian trail intersection with Whitelock Parkway shall be signalized concurrent with construction of the trail.~~
17. Underground sewer, water and drainage facilities, and transportation-related electrical facilities within roadways shall be installed to the ultimate planned capacity as part of required road construction.
18. Prior to the approval of a Final Map or building permits for projects not requiring subdivision maps, the subject property shall be included in a financing district or establish a financing mechanism to provide adequate funding for the annual operation and maintenance costs of street lights, drainageways, landscaping corridors, open space, parks, and other public spaces and facilities.

Proposed Amendments to Table 8.1 are as follows (deletions in strikethrough, additions underlined):

Table 8.1: Required On and Off-Site Backbone Circulation Infrastructure

Phase	On-Site	Off-Site
Phases <u>I/II</u>	<i>Elk Grove Blvd from Bruceville to East Project Boundary Bruceville from Elk Grove Blvd to Whitelock Parkway Whitelock Parkway from Bruceville to <u>Big Horn Blvd</u> West Stockton Big Horn from Elk Grove Blvd to <u>Whitelock Parkway</u> Poppy Ridge Laguna Springs from Elk Grove Blvd to <u>Lotz Parkway</u> Laguna Ridge <u>Lotz Parkway</u> Laguna Ridge from Big Horn to Laguna Springs</i>	Poppy Ridge – Bruceville to West Stockton (interim rehab + realignment at east end) West Stockton – Whitelock Parkway to Kammerer
Phase <u>II</u>	All improvements required with Phase I	All improvements required with Phase I Bruceville Road to three lanes each direction – Elk Grove Blvd. to Laguna Blvd* Elk Grove Blvd/SR99 S/B off ramp
Phase <u>III</u>**	All improvements required with Phases I and II Bruceville from Whitelock Parkway to <u>Bilby</u> Kammerer Kammerer from Bruceville to West Stockton Big Horn from Whitelock Parkway to Bilby Bilby from Bruceville to Big Horn	All improvements required with Phases I and II
Phase <u>IV</u>**	All improvements required with Phases I, II, III <u>Lotz Parkway</u> Laguna Ridge from Laguna Springs to Whitelock Parkway <u>West Stockton</u> from Whitelock Parkway to Auto Mall Access (or with adjacent commercial development, whichever occurs first) Whitelock Parkway from Big Horn Blvd to West Stockton Blvd	All improvements required with Phases I, II, III West Stockton from Whitelock Parkway to Auto Mall Access (or with adjacent commercial development, whichever occurs first)

Note: Phase designation indicates location only, not necessarily that the listed improvements are requirements of a particular phase.

Off-Site

- Poppy Ridge – Bruceville to W. Stockton (interim rehab)
- W. Stockton – Whitelock Pkwy to Kammerer (interim rehab)
- Bruceville Rd to three lanes each direction – Elk Grove Blvd. to Laguna Blvd.
- Right-turn overlap phasing at various intersections.

In 2005 and 2006, construction on infrastructure in the Laguna Ridge project area started, beginning on the north side of Whitelock Parkway in The Grove and Del Webb subdivisions. These subdivisions represented the first phase of development in Laguna Ridge and a substantial amount of infrastructure was required to be installed prior to issuance of the first building permit.

Development in Laguna Ridge was initially successful. However, the downturn in the local and regional housing market affected the developer's ability to carry the costs of infrastructure--without being able to build and sell homes; their ability to finance these initial costs was substantially reduced. To help reduce up-front costs, the developer and City staff worked to refine the project's phasing plan to better match the installation of infrastructure with the actual occurrence of impact (making sure that infrastructure was built ahead of need, but reducing the lead time for some items).

In February 2007, the City Council approved the Laguna Ridge Owner's group request to modify the infrastructure timing requirements for subdivisions within Laguna Ridge. The revised infrastructure was based on technical data that more clearly tied the timing of infrastructure to the occurrence of impact (i.e. residents driving on the Laguna Ridge roadways). Revisions were mainly aimed at timing infrastructure to permits either on the north or south side of Poppy Ridge Road, as this roadway establishes a boundary for underground utility services as well as vehicular circulation in the plan area. The City Council also amended conditions of approval for five tentative subdivision maps during this timeframe as a means of implementing the policy direction quickly.

Since 2007, development has slowly continued within The Grove and Del Webb subdivision in Laguna Ridge. However, in order to further spurn development activity outside of those areas, formal amendments to the specific plan itself are needed to codify the City Council's 2007 direction.

Analysis

Over the course of the last three years, staff has been coordinating with Laguna Ridge developers to identify clarification within the Specific Plan that could be made to allow flexibility in infrastructure requirements while still insuring the City's desire to see infrastructure in place when the demand is present. The proposed amendments identified above, requires applicants to provide analysis of infrastructure requirements as development projects are being reviewed, see Guiding Principle 3. This is a shift from previous conditions of approval that required all infrastructure be in place before any building permits could be issued. This previous practice created a hardship upon development. The amendments currently proposed will result in conditions of approval that require the necessary infrastructure with projects based on technical analysis and timed appropriately to the construction process.

Environmental Analysis

The proposed Laguna Ridge Specific Plan amendment is exempt from the California Environmental Quality Act (CEQA). CEQA Guidelines Section 15061(b)(3) states that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The purpose of infrastructure timing standards is to ensure that adequate traffic improvements are in place at an appropriate time to serve development in the Specific Plan. As currently written, some of the required improvements would be excessive for the level of development they would serve. The proposed amendments modify the timing and specific roadway improvements required. All roadway improvements have already been identified in the Specific Plan. The amendments do not authorize any construction and will not result in any physical change in the environment that has not already been analyzed and disclosed in the

Laguna Ridge Specific Plan Environmental Impact Report. Therefore, the proposed amendment is exempt from CEQA review because it can be seen with certainty, there is no possibility they will have a significant adverse on the environment.

Summary

Staff has analyzed the proposed Specific Plan Amendment in order to insure that all infrastructure within Laguna Ridge will be provided when demand is present. Based on this analysis, staff supports the proposed amendment, deeming the amended language a continuation of the 2007 City Council direction and providing clear direction with regards to analysis and conditioning of future development projects. The proposed Specific Plan Amendment will not be detrimental to the overall success and enjoyment by its residents of the Laguna Ridge area.

Recommended Motion

Should the Planning Commission agrees with staff's recommendation, the following motion is suggested:

"I move that the Planning Commission adopt a resolution recommending the City Council adopt a Resolution finding the project exempt from CEQA and approving the Laguna Ridge Specific Plan Amendment to Section 8.1.4 and Table 8-1 subject to the findings in the resolution."

Findings

CEQA

Finding: The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines Section 15061(b)(3).

Evidence: The proposed Laguna Ridge Specific Plan amendment is exempt from the California Environmental Quality Act (CEQA). CEQA Guidelines Section 15061(b)(3) states that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The purpose of infrastructure timing standards is to ensure that adequate traffic improvements are in place at an appropriate time to serve development in the Specific Plan. As currently written, some of the required improvements would be excessive for the level of development they would serve. The proposed amendments modify the timing and specific roadway improvements required. All roadway improvements have already been identified in the Specific Plan. The amendments do not authorize any construction and will not result in any physical change in the environment that has not already been analyzed and disclosed in the Laguna Ridge Specific Plan Environmental Impact Report. Therefore, the proposed amendment is exempt from CEQA review because it can be seen with certainty, there is no possibility they will have a significant adverse on the environment.

SPECIFIC PLAN AMENDMENT

Finding: The proposed specific plan amendment is consistent with the General Plan goals, policies, and actions.

Evidence: The proposed Laguna Ridge Specific Plan amendment will modify Section 8.1.4 and Table 8.1 of the Specific Plan, regarding on and off-site infrastructure requirements for development within the Specific Plan. The proposed amendments do not change the overall goals and policies of the specific plan, nor will they impact the pattern of land uses and amenities in any area of the specific plan. Therefore, as the Specific Plan was deemed

consistent with the General Plan and these amendments will not alter those tenants of the specific plan itself, the proposed amendments are consistent with the General Plan goals, policies, and actions.

Attachments

A. Resolutions

**A RESOLUTION OF THE CITY OF ELK GROVE PLANNING COMMISSION
RECOMMENDING THE CITY COUNCIL FIND THE PROJECT EXEMPT FROM CEQA AND
APPROVE THE LAGUNA RIDGE SPECIFIC PLAN AMENDMENT**

WHEREAS, the City Council provided direction to clarify the infrastructure timing standards of the Laguna Ridge Specific Plan in February 2007; and

WHEREAS, since that time, Development Services staff and Laguna Ridge property owners have reviewed the Laguna Ridge Specific Plan and identified amendments to reflect and codify this direction; and

WHEREAS, the project is located on real property in the incorporated portions of the City of Elk Grove, encompassing all parcels within the adopted boundaries of the Laguna Ridge Specific Plan; and

WHEREAS, all required services and access to the proposed parcels are available, in compliance with the City's standards; and

WHEREAS, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guideline Section 15061(b)(3) of Title 14 of the California Code of Regulations; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 5, 2010 as required by law to consider all of the information presented by staff and public testimony presented in writing and at the meeting; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommend the City Council of the City of Elk Grove finds the project exempt from CEQA review pursuant to Section 15061(b)(3) of the CEQA Guidelines of Title 14 of the California Code of Regulations, as illustrated in the draft City Council resolution contained in Attachment A of the August 5, 2010 Planning Commission staff report, incorporated herein by this reference.

The foregoing Resolution of the City of Elk Grove was passed and adopted by the Planning Commission on the 5th day of August, 2010, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

Sandy Kyles, PLANNING SECRETARY

Nancy Chaires, CHAIR of the
PLANNING COMMISSION

**RESOLUTION NO. 2010-
September 8, 2010**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE APPROVING
THE LAGUNA RIDGE SPECIFIC PLAN AMENDMENT**

WHEREAS, the City Council provided direction to clarify the infrastructure timing standards of the Laguna Ridge Specific Plan in February 2007; and

WHEREAS, since that time, Development Services staff and Laguna Ridge property owners have reviewed the Laguna Ridge Specific Plan and identified amendments to reflect and codify this direction; and

WHEREAS, the City Council is the appropriate authority to hear and take action on this project after a recommendation by the Planning Commission; and

WHEREAS, the project is located on real property in the incorporated portions of the City of Elk Grove, encompassing all parcels within the adopted boundaries of the Laguna Ridge Specific Plan; and

WHEREAS, the Planning Division considered the project request pursuant to the Elk Grove General Plan, Divisions I, II, III, IV, and V of the City of Elk Grove Municipal Code Zoning Title 23, and all other applicable State and local regulations; and

WHEREAS, the proposed project is consistent with the General Plan Land Use Policy Map and Title 23 requirements; and

WHEREAS, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guideline Section 15061(b)(3) of Title 14 of the California Code of Regulations; and

WHEREAS, the Planning Commission considered the Applicant's request at a public hearing on July 1, 2010 and recommended City Council approval of the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby approves the project based on the following findings:

CEQA

Finding: The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines Section 15061(b)(3).

Evidence: The proposed Laguna Ridge Specific Plan amendment is exempt from the California Environmental Quality Act (CEQA). CEQA Guidelines Section 15061(b)(3) states that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The purpose of infrastructure timing standards is to ensure that adequate traffic improvements are in place at an appropriate time to

serve development in the Specific Plan. As currently written, some of the required improvements would be excessive for the level of development they would serve. The proposed amendments modify the timing and specific roadway improvements required. All roadway improvements have already been identified in the Specific Plan. The amendments do not authorize any construction and will not result in any physical change in the environment that has not already been analyzed and disclosed in the Laguna Ridge Specific Plan Environmental Impact Report. Therefore, the proposed amendment is exempt from CEQA review because it can be seen with certainty, there is no possibility they will have a significant adverse on the environment.

SPECIFIC PLAN AMENDMENT

Finding: The proposed specific plan amendment is consistent with the General Plan goals, policies, and actions.

Evidence: The proposed Laguna Ridge Specific Plan amendment will modify Section 8.1.4 and Table 8.1 of the Specific Plan, regarding on and off-site infrastructure requirements for development within the Specific Plan. The proposed amendments do not change the overall goals and policies of the specific plan, nor will they impact the pattern of land uses and amenities in any area of the specific plan. Therefore, as the Specific Plan was deemed consistent with the General Plan and these amendments will not alter those tenants of the specific plan itself, the proposed amendments are consistent with the General Plan goals, policies, and actions.

BE IT FURTHER RESOLVED, that the City Council approves the project subject to the Specific Plan Amendments attached as Exhibit A and incorporated herein by this reference.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 28th day of July, 2010.

SOPHIA SCHERMAN, MAYOR of the
CITY OF ELK GROVE

ATTEST:

APPROVED AS TO FORM:

JASON LINDGREN, CITY CLERK

SUSAN BURNS COCHRAN,
CITY ATTORNEY

Exhibit A: Laguna Ridge Specific Plan Amendment

Proposed Amendments to Section 8.1.4 are as follows (deletions in strikethrough, additions underlined):

Section 8.1.4 Guiding Principles for Phasing of Infrastructure and Public Facilities

The timing of all development within the LRSP shall be consistent with the following policies contained herein and will be incorporated as Conditions of Approval for subsequent projects:

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3. The City will require project applicants (including applicants for individual final map phases) to fund and/or perform analyses if and as needed to ensure that adequate infrastructure will be in place prior to the demands of the proposed development. ~~The CIP included in the Financing Plan shall include an estimate of the minimum infrastructure required to meet the development demands of that specific project or tentative subdivision map. These infrastructure requirements will be refined as part of the review and processing of individual projects.~~
4. No tentative subdivision maps or building permits for projects not requiring tentative subdivision maps shall be approved within the Laguna Ridge Specific Plan until such time as all off-site infrastructure thresholds have been identified and the Financing Plan has been prepared and approved by the City.
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6. Prior to the approval of a Final Map, or building permits for residential projects not requiring subdivision maps, the subject property shall be included in a Community Facilities District that provides for additional on-going police services costs.

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7. Prior to the approval of a Final Map or building permits for projects not requiring subdivision maps, the subject property shall be included in a Benefit Assessment District or Community Facilities District that provides for ~~additional~~ on-going street maintenance costs.
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10. All dedications shall be of a form approved by the City, including but not limited to grant deeds, easements, Irrevocable Offers of Dedication, or other approved instruments. The type and form of the dedication shall be at the sole discretion of the City.
11. All parklands, paseos and other open space shall be dedicated to the City and the Cosumnes Community Services District as tenants in common. All drainage facilities and publicly maintained roadside landscape corridors shall be dedicated to the City. ~~The timing for delivery of parks, recreation facilities, paseos and open space within LRSP development phases II, III, and IV shall be determined prior to approval of the first tentative subdivision map within the corresponding phase of the Specific Plan.~~
12. All roadways, pedestrian facilities, and bike routes or bikeways shall be constructed in logical and complete segments, connection from intersection to intersection, to provide safe and adequate access with each phase of development ~~as identified for each Area or Sub-Area by the Phasing Plan~~ or as conditioned with the approval of tentative maps. Major arterial/thoroughfare loops shall be completed in the North, South, and East Development Areas as directed by the City.

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13. Roadways shall consist of the full section from curb to curb, streetlights, sidewalks, and median landscaping where applicable. Phased construction of sidewalks, temporary asphalt sidewalks where adjacent to non-participating property owners and other measures may be allowed at the discretion of the City. Roadside landscaping (and walls where required) shall be installed concurrent with adjacent development consistent with project phasing. The City may allow the design and construction of portions of arterial or thoroughfare roadways to be deferred where capacity associated with such portions is not immediately needed to meet Level of Service goals set forth in the General Plan and/or applicable environmental documents. If the deferral involves improvements within or adjacent to a development and the improvements are not eligible under the Elk Grove Roadway Fee Program, the City will require the developer to make an in-lieu payment pursuant to Chapter 12.03 of the City Code or establish and/or participate in a finance mechanism acceptable to the City to fund the deferred improvements.
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- ~~15. Wherever collector or local roadways intersect an arterial or thoroughfare roadway, that arterial or thoroughfare roadway shall be improved, as indicated in 13 above, from that point to the next completed arterial or thoroughfare segment.~~
- ~~16. When intersections are part of the required roadway improvements, they shall be constructed to their planned ultimate configuration. Where an intersection is planned for signalization, it shall be signalized when it is constructed or improved. The pedestrian trail intersection with Whitelock Parkway shall be signalized concurrent with construction of the trail.~~
17. Underground sewer, water and drainage facilities, and transportation-related electrical facilities within roadways shall be installed to the ultimate planned capacity as part of required road construction.
18. Prior to the approval of a Final Map or building permits for projects not requiring subdivision maps, the subject property shall be included in a financing district or establish a financing mechanism to provide adequate funding for the annual operation and maintenance costs of street lights, drainageways, landscaping corridors, open space, parks, and other public spaces and facilities.

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Table 8.1: Required On and Off-Site Backbone Circulation Infrastructure

Phase	On-Site	Off-Site
Phases I/II	<i>Elk Grove Blvd from Bruceville to East Project Boundary Bruceville from Elk Grove Blvd to Whitelock Parkway Whitelock Parkway from Bruceville to <u>Big Horn Blvd</u> West Stockton Big Horn from Elk Grove Blvd to <u>Whitelock Parkway</u> Poppy Ridge Laguna Springs from Elk Grove Blvd to <u>Lotz Parkway</u> Laguna Ridge <u>Lotz Parkway Laguna Ridge from Big Horn to Laguna Springs</u></i>	Poppy Ridge — Bruceville to West Stockton (interim rehab + realignment at east end) West Stockton — Whitelock Parkway to Kammerer
Phase II	All improvements required with Phase I	All improvements required with Phase I Bruceville Road to three lanes each direction — Elk Grove Blvd. to Laguna Blvd* Elk Grove Blvd/SR99 S/B off-ramp
Phase III**	All improvements required with Phases I and II Bruceville from Whitelock Parkway to <u>Bilby</u> Kammerer Kammerer from Bruceville to West Stockton Big Horn from Whitelock Parkway to Bilby Bilby from Bruceville to Big Horn	All improvements required with Phases I and II
Phase IV**	All improvements required with Phases I, II, III <u>Lotz Parkway Laguna Ridge from Laguna Springs to Whitelock Parkway</u> <u>West Stockton from Whitelock Parkway to Auto Mall Access (or with adjacent commercial development, whichever occurs first)</u>	All improvements required with Phases I, II, III <u>West Stockton from Whitelock Parkway to Auto Mall Access (or with adjacent commercial development, whichever occurs first)</u>

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Phase	On-Site	Off-Site
	<u>Whitelock Parkway from Big Horn Blvd to West Stockton Blvd</u>	
<p>Note: Phase designation indicates location only, not necessarily that the listed improvements are requirements of a particular phase.</p>		
<p><u>Off-Site</u></p> <ul style="list-style-type: none"> ▪ <u>Poppy Ridge – Bruceville to W. Stockton (interim rehab)</u> ▪ <u>W. Stockton – Whitelock Pkwy to Kammerer (interim rehab)</u> ▪ <u>Bruceville Rd to three lanes each direction – Elk Grove Blvd. to Laguna Blvd.</u> ▪ <u>Right-turn overlap phasing at various intersections.</u> ▪ <u>Elk Grove Blvd / SR99 S/B Off-ramp</u> ▪ <u>EG Blvd / Auto Center Intersection Improvements</u> ▪ <u>EG Blvd / East Stockton Intersection Improvements</u> 		
<p>Completed improvements are shown in italics.</p>		
<p>* Mostly re-striping — may need to lose bike lanes in some locations or realign curb slightly in some locations to accommodate bike lanes. Frontage adjacent to KinderCare/Garcines is funded in the Laguna CFD and will be done by City. ** Prior to the approval of building permits for residential development in the low and medium density ranges, the City shall verify that the identified circulation infrastructure is still required.</p>		