

AGENDA ITEM TYPE

- Consent
- Public Hearing
- Regular Action

CITY OF ELK GROVE

ELK GROVE CITY COUNCIL AGENDA ITEM
August 24, 2005

TO: MAYOR AND COUNCIL

FROM: ~~ANTHONY MANZANETTI, CITY ATTORNEY~~
Frank Oviedo, Deputy City Manager
Steve Flint, Development Services

SUBJECT: ALLEN RANCH PROJECT NO. EG-03-493: A public hearing to consider an appeal of the Planning Commission decision on a Tentative Subdivision Map and Design Review for 161 residential lots, 18 commercial/office lots and supporting landscape lots. The subject property is located in Phase II of the Laguna Ridge Specific Plan encompassing 80 acres east of The Grove subdivision, south of Elk Grove Blvd. and north of future Lotz Parkway.

<u>OWNER</u>	<u>APPELLANT</u>
JJV LLC 565 Power Inn Road Sacramento, CA 95824	City of Elk Grove 8380 Laguna Palms Way Elk Grove, CA 95758

STAFF RECOMMENDATION:

1. Consider all of the materials presented in this Agenda Packet and the testimony at the Public Hearing and
2. Adopt a Resolution of the City Council of the City of Elk Grove approving a Tentative Subdivision Map and Design Review for the Allen Ranch Project No. EG-03-493, subject to the Findings and Conditions of Approval as deemed appropriate by the City Council.

DISCUSSION

This item has been appealed to the City Council in order to determine whether or not the proposed modifications as presented to the Planning Commission by the Applicant are consistent with City Council policy direction. Staff believes that the Project as approved by the Planning Commission is inconsistent with previously adopted policy direction of the City Council.

An appeal hearing is defined in the City's Municipal Code as a "de novo" hearing, which means the Project is to be heard in its entirety. The focus of the City Council's Public Hearing is to consider this Project in total and to consider the entire proceeding held before the Planning Commission.

The City Council Agenda Packet includes the following Attachments:

- A. Resolution including amended Conditions of Approval
- B. Planning Commission Staff Report dated July 21, 2005
- C. Planning Commission Minutes
- D. Applicant's proposed modifications as presented to the Planning Commission
- E. Planning Commission approved Conditions of Approval.

During the Planning Commission's deliberations, the Applicant suggested amending a substantial number of conditions and deleting several duplicate conditions, which the Planning Commission approved. Staff expressed concern with several proposed modification to the conditions of approval. As a result, this item was appealed to allow the City Council to review whether or not the proposed changes are consistent with prior City Council policy direction and with the specific policies adopted as part of the Laguna Ridge Specific Plan.

Five specific conditions are discussed in more detail further in this report and in summary are pertaining to the alignment of a residential street adjacent to a community park (Conditions 38 & 39), driveway access to commercial properties on major roadways (Conditions 40 & 70) and the funding of the Applicant's fair share of public facility costs (Condition 54) may be inconsistent with prior City Council policies and/or direction.

Following the Planning Commission action and the hearing on this item before the City Council, staff has attempted to address the conditions in question in order to provide the City Council with options ensure consistency with pervious City Council policy and/or direction.

Street Alignment Adjacent to a Community Park

Condition as Approved	Condition Recommended
38. Deleted	38. F Street shall be realigned to run adjacent to the edge of the community park to provide

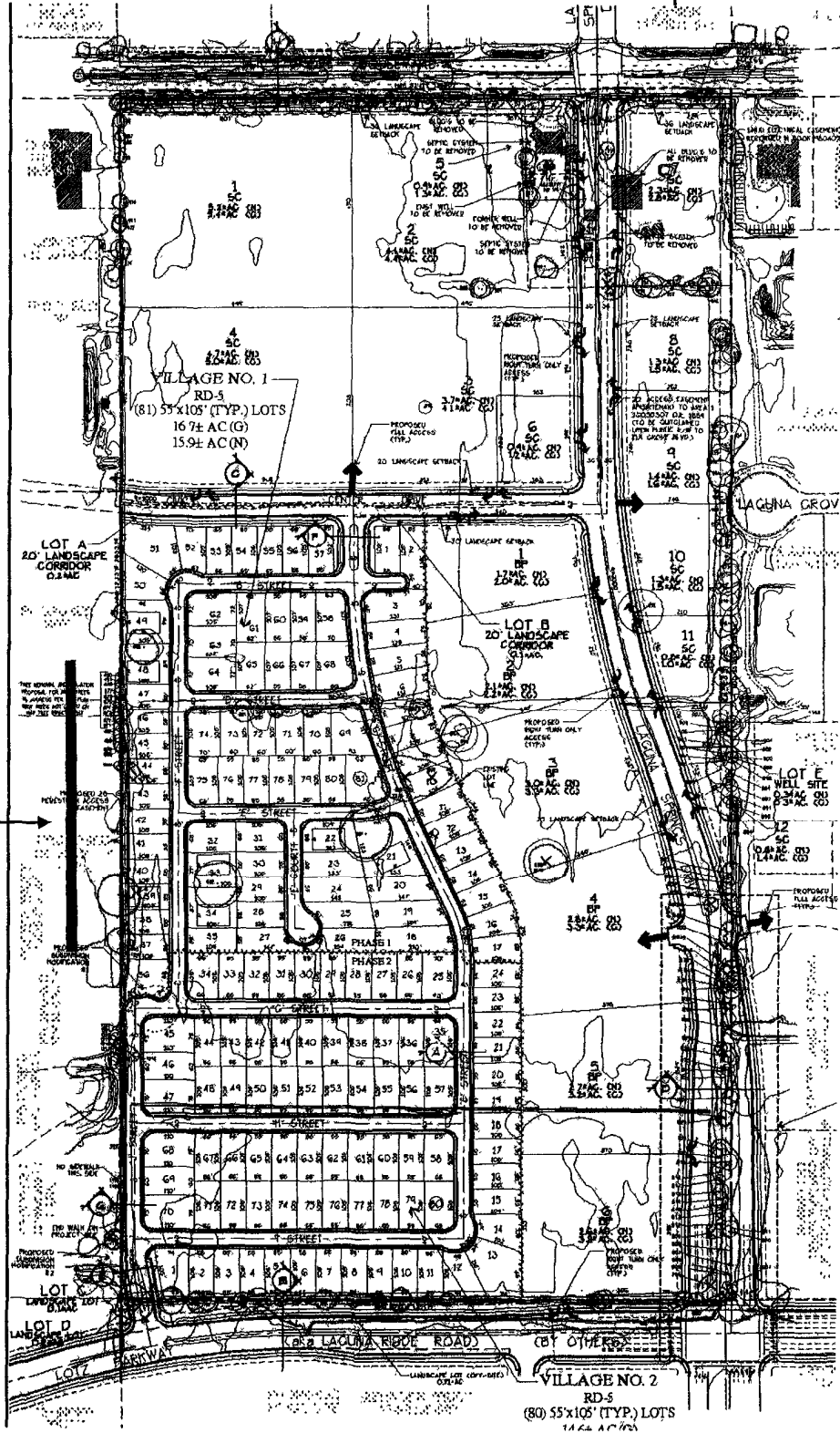
	<p>visibility and access, and to enhance public safety, along the northern portion of the park. Lotting patterns shall be revised to front homes onto the active portions of the park. A limited number of homes shall be allowed to back onto the open space/passive park lands to the satisfaction of the Planning Director.</p>
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The Laguna Ridge Specific Plan strongly encourages subdivision design that orients houses toward parks on as many sides as possible. The Police Department strongly recommends the road be aligned adjacent to the park in order to improve surveillance for patrolling officers and to orient residences toward the park. As a result, aligning F & J streets along the park boundary to orient houses toward the park would be consistent with City Council policy. The Applicant also suggested that the last sentence be added which would allow them to bond for these improvements so that they could be installed at the same time as other improvements with the Civic Center. This modification does not affect City Council policy. It is recommended that the City Council adopt Condition 38 as recommended.

Condition as Approved	Condition Recommended
<p>39. Sidewalks shall be provided on both sides of J Street and the realigned F Street. Adjacent to the park sidewalks shall be 8' wide. Developer may bond for 8' sidewalk to allow it to be installed with the improvements of the civic center park.</p>	<p>39. Sidewalks shall be provided on both sides of J Street and the realigned F Street. Sidewalks adjacent to the park shall be 8' wide. Developer may bond for 8' sidewalk to allow it to be installed with the improvements of the civic center park.</p>

Exhibit 1: Tentative Subdivision Map

Recommended Alignment of F / G Street



Condition 39 requires the installation of 8' sidewalks on both sides of the residential street adjacent to the park to ensure public safety. The requirement to install sidewalks on both sides of the street is consistent with

the City's Improvement Standards. It is recommended that the wording of this condition to be consistent with the extended alignment required by Condition 38. It is recommended that the City Council adopt Condition 39 as recommended which will ensure consistency with Condition 38.

Driveway Access to Commercial Properties on Major Roadways.

Condition as Approved	Condition Recommended
<p>40. The location of driveway access point(s) must be to the satisfaction of Public Works and no closer than 250-150 feet from any intersection (measured from the return). Permitted driveways shall be allowed in the following areas as shown on the Tentative Map.</p> <ul style="list-style-type: none"> • Three driveway accesses may be provided shall be allowed on Laguna Springs Drive on the following segments <ul style="list-style-type: none"> ○ Three on the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center Drive ○ Four on the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway ○ Four on the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd (not including road access to EGAM III) • Five Two driveway accesses may be provided on Elk Grove Blvd. The driveway 	<p>40. The location of driveway access point(s) must be to the satisfaction of Public Works. Permitted driveways shall be allowed in the following areas:</p> <ul style="list-style-type: none"> • Driveway accesses are permitted on Laguna Springs Drive in the following locations: <ul style="list-style-type: none"> ○ On the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center Drive, one driveway on the boundary line between lots SC5 and SC3, and one driveway on the boundary line between lots SC 3 and SC 6; ○ On the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway, one driveway on the boundary line between lots BP 2 and BP 3, one on the boundary line between lots BP 3 and BP 4, one in the center of BP 4 to align with a median break and road extension to the east,

access for Lot 7 shall either share access with Les Schwab, be located adjacent to the eastern property line or be placed in another location where a right turn pocket is provided. No trees will be removed to provide for said access.

- One driveway access may be provided on Lotz Parkway.
- Additional access points may be proposed during the design review process for each lot.

and one on the boundary line between BP 5 and BP 6;

- On the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd, one driveway in center of lot SC 12. This driveway shall be a shared access with the proposed Zone 40 well site. Should the use for lot SC 12 change or be merged with any parcel to the east, the City retains the right to restrict access of this combined lot/use to Laguna Springs Drive.; one driveway on the boundary line between lots SC 10 and SC 11, one driveway on the boundary between lots SC 10 and SC 9, aligned with Civic Center Drive; and, one driveway at the southern end of lot SC 7.

- Driveway accesses are permitted on the south side of Elk Grove Boulevard in the following locations:

- West of Laguna Springs Drive, two driveways on lot SC 1, and one driveway on lot SC 5, approximately 350 feet from Laguna Springs Drive right of way;

- East of Laguna Springs

Drive, all efforts shall be made to obtain the rights to use the existing driveway into the property immediately to the east (Les Schwab) in-lieu of constructing a driveway on lot SC 7. Should these efforts be unsuccessful, the one driveway shall be constructed at the east property line, allowing for the required setbacks. A right turn pocket may be required and will be evaluated at the time the improvement plans, which include this driveway, are reviewed;

- Driveway accesses are permitted on Civic Center Drive in the following locations:
 - On the north side of Civic Center Drive, one driveway on the west half of lot SC 4, one driveway on the boundary line between lots SC 4 and SC 3, and one driveway on the boundary between lots SC 6 and SC 3.
 - On the south side of Civic Center Drive, one driveway on the west half of lot BP 1.
- One driveway access is permitted on Lotz Parkway

	<p>on the west half of lot BP 6.</p> <ul style="list-style-type: none"> • Additional access points may be proposed during the design review process for each lot.
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This condition specifies the number and location of driveways that are acceptable to staff, that meet the standards for public safety and that limit points of interference with the safe flow of traffic. Section 22.110.035 (b) Design Standards in Title 22 address thoroughfare and arterial streets. This section specifically states:

- The design characteristics of such roads shall conform to the current Improvement Standards of the Department of Public Works. Because such roads may vary in width and may involve many design factors such as acceleration/deceleration lanes, various curb heights, bicycle lanes, bus stops/turnouts, traffic dividers, driveways, and curb-cuts, the precise road improvements requirements shall be determined by consultation or coordination with the Public Works Department.

Given the authority established in Title 22, Public Works determined the appropriate number and location driveways. The Applicant, however, proposed additional driveways, some in locations that were contrary to the determination of Public Works. It is recommended that the City Council adopt Condition 40 as recommended.

Condition as Approved	Condition Recommended
<p>70. Reciprocal access easement agreements shall be provided between the following parcels:</p> <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 <p>The location of the access point(s) must be to the</p>	<p>70. Reciprocal access easement agreements shall be provided between the following parcels:</p> <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 <p>The location of the access point(s) shall be to the</p>

satisfaction of Public Works and consistent with points shown on the Tentative Map.	satisfaction of Public Works.
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The Applicant did not oppose the requirement for reciprocal access agreements among the owners of the commercial parcel, but did add reference to the increased number of access points described in Condition 40. Staff has reduced the number of access points, which do not correspond to the map as referenced. Therefore, the reference to the map is not relevant. It is recommended that the City Council adopt Condition 70 as recommended.

Funding the Applicant's Fair Share of Public Facility Costs.

Condition as Approved	Condition Recommended
54. Prior to the final map, the project area shall form or annex into a Mello-Roos CFD to fund the project's share of infrastructure requirements in the Laguna Ridge Specific Plan area. This may be through participation in a Mello-Roos CFD or by other funding mechanism, subject to the approval of the Finance Department.	54. Prior to the final map, the project area shall fund the project's share of infrastructure and facility requirements in the Laguna Ridge Specific Plan area. This may be through participation in a Mello-Roos CFD, by payment of cash prior to final map approval in an amount determined by the City Finance Department, or by another secure funding mechanism acceptable to the City Finance Department.

The Laguna Ridge Financing Plan was adopted by the City Council on May 11, 2005. The purpose of the Financing Plan identifies and provides the estimated cost of backbone infrastructure, other public facilities, and public operation and maintenance services needed to serve new development in the Laguna Ridge Specific Plan. The Financing Plan identifies a Mello-Roos CFD and/or an assessment district as funding a portion of infrastructure and facilities specified in the Laguna Ridge Financing Plan. The bond financing district will be used to advance-fund improvements and is also identified as the Laguna Ridge funding source for \$25 million of the community recreation/aquatic center identified in the Financing Plan.

The finance condition as currently approved would make participation in the CFD permissive and fails to make clear that the Applicant will participate in a

Mello-Roos CFD or other funding mechanism to fund their share of *both* the infrastructure and facility requirements of this project, and to ensure the full amount of the Applicant's share of the cost is paid by the project. There is a significant risk with the condition, as recommended by the Applicant and adopted by the Planning Commission, that this Applicant and future Applicants in Laguna Ridge may fail to fully fund Laguna Ridge infrastructure and facilities

The City Council's policy requires new development to fully fund its share of infrastructure and facility costs. The recommended condition ensures that the Applicant will fully fund their full share of improvement costs identified in the Financing Plan. It is recommended that the City Council adopt Condition 54 as recommended.

ATTACHMENTS

- A. Resolution including amended Conditions of Approval
- B. Planning Commission Staff Report dated July 21, 2005
- C. Planning Commission Minutes
- D. Applicant's proposed modifications as presented to the Planning Commission
- E. Planning Commission approved Conditions of Approval

Attachment A
Resolution

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE APPROVING A TENTATIVE SUBDIVISION MAP AND DESIGN REVIEW FOR THE ALLEN RANCH PROJECT NO. EG-03-493, SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL

WHEREAS, Jackson Properties, represented by Wood Rodgers (hereinafter referred to as Applicant) filed an application with the City of Elk Grove (hereinafter referred to as City) for a Tentative Subdivision Map and Design Review. (Assessor's Parcel Number 132-0280-001 & 002); 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 City determined that the Allen Ranch Project was analyzed under a previous Environmental Impact Report for the Laguna Ridge Specific Plan. The EIR provided mitigation measures and addressed impacts to the environment. The site conditions have not changed and the proposed zoning is the same; and

WHEREAS, the Planning Commission considered the Applicant's request at a public hearing on July 21, 2005 and approved the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove approves the Allen Ranch Tentative Subdivision Map and Design Review based on the following findings and the attached conditions of approval included as Exhibit A.

Findings

CEQA

Finding: The proposal will not have a significant adverse impact on the environment.

Evidence: The Laguna Ridge Specific Plan was approved and an Environmental Impact Report adopted by the City council on June 16, 2004. The EIR adequately addressed environmental issues related to the development of the subject property. The Allen Ranch project is being undertaken pursuant to and in conformity with the approved Specific Plan. No special circumstances exist and no changes in the Laguna Ridge Specific Plan project have occurred that would necessitate the preparation of subsequent environmental review. No additional environmental impacts have been identified for the Allen Ranch project other than those previously disclosed and analyzed in the Laguna Ridge Specific Plan EIR. The Allen Ranch project is subject to the Laguna Ridge Mitigation Monitoring and Reporting Program. Consequently, pursuant to CEQA Guidelines Section 15182, no further environmental review is required for this project.

General Plan

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

Evidence: The General Plan identifies the site as Low Density Residential and Open Space. The project is consistent with the goals and policies of the General Plan for residential development with the City of Elk Grove.

Tentative Subdivision Map

Finding: Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map if it makes any of the following findings:

- a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
- b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- c. That the site is not physically suitable for the type of development.
- d. That the site is not physically suitable for the proposed density of development.
- e. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
- g. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings #a. through #g. do not apply to the proposed Tentative Subdivision Map.

- a. The proposed map is consistent with the density limits as specified in the Elk Grove General Plan and the Laguna Ridge Specific Plan.
- b. The design or improvements of the proposed subdivision are consistent with the Elk Grove General Plan and the Laguna Ridge Specific Plan.
- c. The site is physically suitable for the development. The applicant is proposing a 184 lot subdivision on 80 acres. This proposal is consistent with the Land Use Map in the in the Laguna Ridge Specific Plan.
- d. The site is physically suitable for the proposed density of development. The applicant is proposing 160 single family lots, 18 commercial/office lot and supporting landscape lots on 804 acres, which conforms to the allowable densities specified in the Laguna Ridge Specific Plan.
- e. The Environmental Impact Report prepared for the Laguna Ridge Specific Plan determined that potential environmental impacts from the development or the

proposed improvements will be less than significant levels with implementation of the proposed project design and conditions of approval.

- f. There are no known design issues with the project that would cause any serious public health problems.
- g. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 24th day of August 2005.

DANIEL BRIGGS, MAYOR of the
CITY OF ELK GROVE

ATTEST:

APPROVED AS TO FORM:

PEGGY E. JACKSON, CITY CLERK

ANTHONY B. MANZANETTI,
CITY ATTORNEY

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>A. On-Going</p>				
1.	<p>The development approved by this action is for a Tentative Subdivision Map to create 184 lots (161 single family lots, 4 landscape lots, 18 commercial/office lots and 1 well site), as illustrated by the Tentative Subdivision Map and Design Review.</p> <p>Deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.</p>	On-Going	Planning	
2.	<p>This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.</p>	On-Going	Planning	
3.	<p>The applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. The applicant agrees to defend and/or indemnify the City in any action challenging the validity of this permit or any environmental or other documentation related to the approval of this permit.</p>	On-Going	Planning	
4.	<p>The Tentative Subdivision Map approval is valid for three years from the date of Planning Commission approval, unless an extension of time is subsequently approved.</p>	Three years, commencing with the date of Planning Commission approval.	Planning	
5.	<p>The applicant is notified that this property is part of the Laguna Ridge Specific Plan (LRSP) project (EG-00-062). This project is subject to all applicable mitigation measures and conditions of approval from the LRSP project, as detailed in the recorded Mitigation Monitoring and Reporting Program for the parcels included in this development. The Laguna Ridge MMRP is included as Attachment 1 of this document.</p>	On-Going	Planning	
6.	<p>If there are any discrepancies between the approved tentative map and</p>	On-Going	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	the conditions of approval, the conditions of approval shall supersede the approved tentative map.			
7.	The applicant shall pay all applicable City of Elk Grove administered development impact fees prior to building permit issuance.	On-Going	Finance	
8.	The applicant shall pay all appropriate development fees charged by the City and other Special Districts providing services to the site.	On-Going	Public Works	
9.	Building permits for model homes may be issued prior to the completion of the requisite infrastructure per existing model home permit release checklist.	On-Going	Planning	
10.	Tree preservation, removal, relocation, and monitoring shall occur in accordance with the approved tree preservation plan. No land disturbance including grading and other construction activities shall occur prior to said approval. No tree removal or relocation shall occur prior to approval of the plan.	On-Going	Planning, Public Works	
11.	Landscape corridors for single family residential frontages shall be dedicated in Final Map. Landscaping along arterials and drainage channels required for Phase I and II shall be constructed in accordance with the Laguna Ridge design guidelines prior to issuance of the first building permit for production homes or at an alternative time as approved by the City Manager.	On-Going	Public Works	
12.	Streets shall be closed to the public until Department of Public Works, Division of Traffic Engineering and the project engineer determine the appropriate traffic control devices to be installed and the devices are installed to the satisfaction of Public Works. Road closure devices shall be in place immediately and maintained in-place at all times upon completion of paving. Road closure devices may be altered to allow public traffic onsite if approved by Public Works. In such case, applicant shall design a traffic plan with applicable road closure and traffic control devices to safely keep public and construction traffic separated, and must have the plan approved by Public Works prior to the allowance of public traffic onsite. The type of road closure devices and traffic control devices shall be determined and approved by Public Works.	On-Going	Public Works	
13.	All driveways shall require an encroachment permit. At that time the	Encroachment	Public Works	

CONDITIONS OF APPROVAL

	Conditions of Approval	Timing/Implementation	Enforcement/Monitoring)	Verification (date and Signature)
14.	<p>curb, gutter, sidewalk and all public improvements shall be evaluated to determine if those improvements need to be repaired/reconstructed.</p> <p>Street (trench) cuts into existing streets require a separate encroachment permit and the payment of street cut fees. Where multiple street cuts into the same street occur, a single, final surface (pavement) trench repair over all the trench cuts is required. Pavement grinding is required for the full length and width of the trenches.</p>	Permit	Public Works	
15.	<p>include the following dedications with respect to Lot 12SC:</p> <p>We hereby dedicate to the City of Elk Grove the right to restrict the erection of buildings or other structures on and over Lot 12SC.</p> <p>As a dedication to public use, while all of Laguna Springs Blvd. within this subdivision remains a public street, we hereby grant to the City of Elk Grove, the right to restrict direct vehicular ingress and egress to the said street.</p>	On-Going	Public Works	
16.	<p>The project applicant shall implement BMPs to ensure that long-term water quality is protected. The BMPs shall be designed, constructed and maintained to meet a performance standard established by the City.</p> <p>Project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include (but not be limited to) initial setup, yearly maintenance, and yearly monitoring.</p> <p>During project operation, the project shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs that are relevant to the project and shall be implemented might include but not necessary limited to:</p> <p>a) Public Education/Participation activities. Information shall be provided to new project residents and tenants regarding pollution prevention;</p>	On-Going	Public Works	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>b) Materials Management activities. The project shall implement the following measures within any common landscaping or other facilities on-site.</p> <p>c) Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using safer alternative products;</p> <p>d) Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and</p> <p>e) Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. The project shall notify project residents of household hazardous waste and used oil recycling at collection centers and round-up activities conducted by the City.</p> <p>f) Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;</p> <p>g) Illegal Dumping controls. The Covenants, Conditions, and Restrictions (C, C, & R's) for the project shall include a prohibition on the dumping of waste products (solid waste/liquid waste and yard trash) into storm drain</p>			

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>systems, open space areas, and creeks;</p> <p>h) Storm water pollution source controls shall be conditioned to provide a permanent storm drain message "No Dumping – Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored files, which are epoxied in, place adjacent to the inlet (for parking lots and areas without curbs).</p> <p>i) Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavements through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. (The City of Elk Grove would be responsible for regular storm drain maintenance within the public right of way; grease traps and other storm water quality control devices on private property shall be maintained by the project.)</p>			
17.	<p>The applicant shall not provide for any condition allowing for a public nuisance to occur during the construction phase, or during the operational phase of the project – to include any lighter-than-air advertising devices.</p>	During Construction	Community Enhancement	
SINGLE-FAMILY RESIDENTIAL				
B. Prior to Issuance of Grading Permit: / Approval of Improvement Plans.				
18.	<p>The applicant shall record the Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program for all parcels included in this project, 132-0280-001 & 002. Prior to the issuance of any grading permits, comply with, record, and pay fees for the Mitigation Monitoring and Reporting Program (MMRP) associated with the project. Until the MMRP has been recorded and the estimated MMRP fee of \$10,000 has been paid, no grading, building, sewer connection, water connection, or occupancy permit from the City will be approved.</p>	Prior to Issuance of a Grading Permit / Improvement Plans	Planning	
19.	<p>If the project is to be phased, submit a phasing plan for Public Works review and approval, prior to the 1st improvement plan submittal. All</p>	Prior to 1 st Improvement	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>phased streets will be constructed full width and fully improved, including all street lighting, sidewalks and (where required per design guidelines) landscaping. Subdivision (small map) improvements will be required to provide connections and other improvements through other subdivisions. The phasing plan shall also include building release sequencing and show the separation of public (home purchaser) traffic from building construction traffic.</p>	<p>Plans Submittal of the first Final Map (Village)</p>		
20.	<p>Improvements that are required to support proposed development within the project area shall occur in concurrence with the Infrastructure Phasing Plan for Laguna Ridge, included as Attachment 2 and reflected within these conditions.</p>	<p>Prior to Approval of Improvement Plans or Issuance of Building Permit, as applicable</p>	<p>Public Works, Planning</p>	
21.	<p>All existing overhead utilities and all new utilities shall be placed underground as a part of the improvements for this project. This does not apply to 69 kv pole and transmission lines.</p>	<p>Prior to Approval of the Improvement Plans</p>	<p>Public Works</p>	
22.	<p>All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.</p>	<p>Prior to the Approval of Improvement Plans</p>	<p>Public Works</p>	
23.	<p>The applicant shall prepare and submit a comprehensive drainage study that illustrates a detailed hydrologic and hydraulic analysis of the on-site drainage that will integrate and demonstrate consistency with the overall master drainage study</p>	<p>Prior to Approval of the Improvement Plans</p>	<p>Public Works</p>	
24.	<p>The applicant shall submit for the City's review the language and provisions of any required conservation easement(s) as specified by other entities, if any, including providing maintenance access in accordance with the Improvement Standards.</p>	<p>Prior to Issuance of Grading Permits</p>	<p>Public Works</p>	
25.	<p>The applicant shall comply with all NPDES Permit and City's Stormwater Ordinance requirement before, during, and after construction as require by the Permit and the Ordinance and in accordance with the latest</p>	<p>Grading Permit and/or deemed</p>	<p>Public Works</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
26.	<p>version of the Guidance Manual of On-site Stormwater Quality Control Measure. That includes but not limited to the use of appropriate Best Management Practices (BMPs) measures.</p> <p>In order to mitigate erosion and sediment control problems on the project site, the project shall comply with the City's Land Grading and Erosion Control Ordinance. If the project size is more than one acre, a Notice of Intent (NOI) must be filed prior to construction to obtain coverage under the State's General Construction Activity Storm Water Permit. As a condition of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) must be developed for the project. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. The Central Valley Regional Water Quality Control Board enforces compliance with the General Permit in the Sacramento area.</p>	<p>needed by Public Works</p> <p>Prior to Issuance of Grading Permits</p>	<p>Public Works and Central Valley Regional Water Quality Control Board</p>	
27.	<p>Prior to the issuance of grading permits, the project applicant shall prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall address spill prevention and include counter measure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. These measures shall be consistent with the City's Improvement Standards and Land Grading and Erosion Control Ordinance and may include but not necessary limited to: (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project site; (5) use of temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. The SWPPP shall be submitted to the Central Valley Regional Water Quality Control</p>	<p>Prior to Issuance Of Grading Permits</p>	<p>City Public Works, and Central Valley Regional Water Quality Control Board</p>	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	Board and to the City for review. A copy of the SWPPP must be kept accessible on the project site at all times.			
28.	The applicant shall obtain applicable State Fish and Game, U.S. Army Corps of Engineers, and State Water Board permits prior to issuance of grading permits if required.	Prior to the issuance of any permits for grading, building or any other site improvements.	Public Works	
29.	The City of Elk Grove is a participant in the National Flood Insurance Program. All development within the City must comply with the regulations of the Federal Emergency Management Agency (FEMA) and the City of Elk Grove and Sacramento County Flood Plain Management Ordinance. Amendments and/or revisions of FEMA flood maps will be required for all development located in the federal or local flood zone. All amendments and/or revisions must be final and submitted to the City prior to issuance of the first building permit. The elevation of all building pads must be certified by a registered Civil Engineer or licensed Land Surveyor and submitted to the City prior to issuance of a building permit and the lowest finished floor elevation must be a minimum of 1 (one) – foot above the 100-year frequency water level.	Prior to the issuance of any permits for grading, building or any other site improvements.	Public Works	
30.	All drainage systems shall be designed and constructed to accommodate runoff from the ultimate development according to the City's storm water Design Standards, and City's Flood Plain Management Ordinance.	Prior to Approval of Improvement Plans/Final Map	Public Works	
31.	All applicable SWPPP improvements and erosion and sediment control devices shall be in place prior to moving equipment, material and personnel on-site for grading activities.	Prior to Issuance of Grading Permit	Public Works	
32.	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Prior to Approval of Improvement Plans	Public Works	DUPLICATE CONDITION
33.	All driveways must be designed and constructed to the satisfaction of	Prior to	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Public Works and to the appropriate section of 4-10 Driveways in the City of Elk Grove Improvement Standards.	Approval of Improvement Plans		
34.	The internal circulation and access for all shopping center and business professional lots shall be subject to the review and approval by Public Works.	Prior to Approval of Improvement Plans	Public Works	
35.	Provide calculation and layout showing drainage areas and the pipe capacity in conformance with the 1996 Hydrology Standards Volume II and City of Elk Grove Improvement Standards. Show the manner in which overland flows are to be conveyed for a point of discharge.	Prior to Approval of Improvement Plans	Public Works	
36.	Vertical curbs shall be designed and installed adjacent to all planter strips	Prior to Approval of Improvement Plans	Public Works	
37.	Modify the eastern end of 'B' Street to terminate at the extension of the westerly border of Lot 2. Lot 2 shall extend south to Lot 3	Prior to Approval of Improvement Plans	Public Works	
38.	F Street, from G Street to D Street, shall be aligned with J Street to provide additional on-street parking for the park site to the west to the satisfaction of Public Works.	Prior to Approval of Improvement Plans	Public Works	
39.	Sidewalks shall be provided on both sides of J Street and the realigned F Street. Adjacent to the park sidewalks shall be 8' wide.	Prior to Approval of Improvement Plans	Public Works	
40.	The location of driveway access point(s) must be to the satisfaction of Public Works and no closer than 250-feet from any intersection (measured from the return). Permitted driveways shall be allowed in the following areas	Prior to Approval of Improvement Plan	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	Timing/ Implementation	Enforcement/ Monitoring)	Verification (date and Signature)
	<ul style="list-style-type: none"> • Three driveway accesses may be provided on Laguna Springs Drive on the following segments <ul style="list-style-type: none"> o on the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center Drive o on the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway o on the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd • Two driveway accesses may be provided on Elk Grove Blvd. No trees will be removed to provide for said access. • One driveway access may be provided on Lotz Parkway. • Additional access points may be proposed during the design review process for each lot. 			
41.	Access for all shopping center and business professional lots shall be restricted to right-in/right out. Additional access, left-in and left-out shall be evaluated at improvements plan.	Improvement Plan	Public Works	
42.	The driveway for single family lot 1 shall be at the eastern end of 'B' Street	Improvement Plan	Public Works	
43.	Install to the satisfaction of Public Work, three sets of speed cushions on G Street and J/F Street, for a total of six sets of speed cushions. Speed cushion locations shall be approved by Public Works and shall be located to avoid driveway conflicts. If approved by Public Works other traffic calming, such as bulb outs may be substituted for speed cushion.	Improvement Plan	Public Works	
44.	The applicant shall design site to minimize or eliminate nuisance flows across public sidewalks and walkways in accordance with adopted City standards. Where through-curb drains are required by City standards, the applicant shall design residential lot drainage to be tied into the curb drains for all units.	Improvement Plans	Public Works, Community Enhancement	
45.	Additional off-site improvement within City right-of-way may be required within the Laguna Ridge Specific Plan Area and shall be determined at Improvement Plan stage of the project.	Improvement Plans	Public Works	
46.	Where feasible, biofilter swales and vegetated strips are preferred and shall be utilized in providing biofiltration of pollutants in project runoff prior	Prior to approval of	Public Works, Planning	

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	to entering receiving water body. The project engineer shall consult with the City when designing storm water conveyance facilities, and shall submit designs of these facilities to City for review and approval prior to approval of the grading plans and improvement plans.	Improvement Plans		
47.	The landscape corridor, parks, and any project requiring landscaping shall incorporate the City's Water Conserving Landscape Requirements. Plans shall be submitted to the Planning Department and the Public Works Department for review and approval.	Prior to Approval of Improvement Plans	Public Works, Planning	
48.	<p>All the notes indicated below shall be included verbatim as Construction Notes on all Preliminary or Final Grading Plans, Overland Flow Exhibits, Improvement Plans, and Building/Development Plans, which are submitted to the Department of Public Works and/or Planning Department for each project, as well as all revisions to Plans that are subsequently submitted. For any contradictions that occur between these notes and the Tree Preservation Plan, the more restrictive provision shall apply.</p> <p>Tree Preservation Construction Notes:</p> <ul style="list-style-type: none"> • A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of all oak trees to be retained and all portions off-site oak tree driplines which extend into the site, and shall not be cut back in order to change the dripline. Removing limbs which make up the driplines does not change the protected zones unless otherwise determined by the City Arborist. • Chain link or alternately approved barrier shall be installed one (1) foot outside the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site, prior to initiating project construction, in order to avoid damage to the trees and their root systems. The barrier around those oak tree driplines which are approved for encroachment by structures and/or driveways can be moved to allow construction. 	Prior to Approval of Improvement Plans	Public Works, Planning	

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Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
<p>The new barrier locations shall be four feet outside the structure wall and/or driveway location. Place 12" by 18" all weather durable signs on the protective barrier every 10' on center, stating: "This tree is protected by the City of Elk Grove". Minimum of 2 signs per tree.</p> <ul style="list-style-type: none"> • A piped aeration system shall be installed at all locations where impervious surfaces and/or structural development will occur within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. Installation of the aeration system be performed under the direct supervision of a certified arborist. If, in the opinion of the certified arborist, encroachment into the dripline protection area is severe, then the affected tree shall be retained on site but determined lost, and mitigation as required by the approving body. • All driveways which pass through the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site shall be constructed such that the entire driveway section is placed directly above existing grade. No excavation for driveway construction shall be allowed with oak tree dripline protection areas except minor excavation associated with the installation of piped aeration systems. • Any pruning of an oak tree shall be supervised by a certified arborist. Branch and limb pruning shall be limited to that which has been deemed necessary by a certified arborist in order to correct a safety hazard, structural defect, crown cleaning or arborist recommended pruning in the tree. Pruning due to canopy encroachment by buildings shall be limited to the minimum amount needed to safely accommodate the structure. All pruning and deadwood removal shall be executed in accordance with American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines". An ISA Certified Arborist shall supervise and tree pruning. • Oak trees on site shall be pruned, as per arborist recommendations, prior to starting any adjacent site improvements. Any pruning of an 			

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<p align="center"><u>Conditions of Approval</u></p>	<p align="center"><u>Timing/Implementation</u></p>	<p align="center"><u>Enforcement/Monitoring</u></p>	<p align="center"><u>Verification (date and Signature)</u></p>
<ul style="list-style-type: none"> • oak tree shall be supervised by a certified arborist. • No signs, ropes, cables (other than those which may be recommended by a certified arborist to provide limb support) or any other item shall be attached to the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. • No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiles or located within the dripline area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. • No grading (grade cut or fills) shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak trees which extend onto the site with the exception of approved encroachment areas on the Final Development Plans or as approved in the field by the City's arborist. • If, in the opinion of the certified arborist, permitted grading in the dripline protection area is severe, then the affected tree shall be retained on-site but determined lost, and mitigation as required by the approving body shall be imposed. • No trenching shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto site. If it is absolutely necessary to install underground utilities within the dripline of the tree, the utility line shall be bored or drilled under the direct supervision of a certified arborist. • Landscaping beneath the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site include nonplant materials such as river gravel, woodchips, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semiarid environs of the trees. Limited drip irrigation approximately monthly during late spring, summer and early fall is recommended for understory plants. • No in the ground sprinkler or irrigation system shall be installed in such 			

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	<p>a manner that irrigates the ground within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. An "above ground drip irrigation system", drip lines placed on natural grade and all emitters shall be placed on grade, will be permitted under oak tree driplines. No trenching for irrigation lines will be permitted under dripline protection areas.</p>			
49.	<p>Sacramento County Water Agency will not approve any improvement plans until a contract has been awarded for the construction of the Big Horn Water Treatment Plant.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>SCWA, Public Works</p>	
50.	<p>Private drives and parking areas over easements shall have structural paving sections that meet City of Elk Grove Improvement Standards. This will prevent pavement damage by CSD-1 maintenance and repair operations.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>CSD-1</p>	
51.	<p>Prior to the approval of the final map, the project area shall annex into a Mello-Roos Community Facilities District (CFD) to fund a portion of the additional costs for police service related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Annex the Property and Levy the Special Tax.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
52.	<p>Prior to the final map, the project area shall annex into Street Maintenance Assessment District No. 1 to fund a portion of the additional costs for long-term roadway maintenance related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Levy Street Maintenance Assessments.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
53.	<p>Prior to the final map, the project area shall form or annex into a Mello-Roos CFD, assessment district, or other financing district to fund park, parkway, landscape corridor, and open space maintenance costs, as well as street light maintenance costs.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
54.	<p>Prior to the final map, the project area shall fund the project's share of infrastructure and facility requirements in the Laguna Ridge Specific Plan area. This may be through participation in a Mello-Roos CFD, by</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	

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<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	payment of cash prior to final map approval in an amount determined by the City Finance Director, or by another secure funding mechanism acceptable to the City Finance Director.			
55.	Landscape corridor for single family frontage shall be dedicated to the City of Elk Grove in fee on the Final Map.	Final Map	Public Works	
56.	Improvement plans must be approved by Public Works prior to City Council approval of Final Map.	Prior to Approval of Final Map	Public Works	
57.	The applicant shall grant right-of-way and construct Elk Grove Boulevard, from Bruceville Road to approximately 300 feet east of the future extension of Laguna Springs Drive.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
58.	The applicant shall grant right-of-way and construct Bruceville Road, from Elk Grove Boulevard to Whitelock Parkway.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
59.	The applicant shall grant right-of-way and construct Big Horn Boulevard, from Elk Grove Boulevard to Whitelock Parkway.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
60.	The applicant shall grant right-of-way and construct Whitelock Parkway, from Bruceville Road to Lotz Parkway, consistent with the LRSP and subject to the discretion of the City Engineer.	With Recordation of Final Map;	Public Works, Planning	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
61.	The applicant shall grant right-of-way and construct Laguna Springs Drive, from Elk Grove Boulevard to Lotz Parkway (formerly Laguna Ridge Road).	Prior to Issuance of Building Permits With Recordation of Final Map;	Public Works, Planning	
62.	The applicant shall grant right-of-way and construct Lotz Parkway (formerly Laguna Ridge Road), from Big Horn Boulevard to Laguna Springs Drive.	Prior to Issuance of Building Permits With Recordation of Final Map;	Public Works, Planning	
63.	The applicant shall improve Old Poppy Ridge Road, from Bruceville Road to the future extension of Lotz Parkway including but not limited to pavement rehabilitation to a design life of 10 years.	Prior to Issuance of Building Permits With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
64.	Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of Sacramento County Water Agency prior to Final Map approval.	Prior to Approval of Final Map	Public Works, SCWA	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
65.	<p>The applicant shall prepare and record CC&Rs over all parcels within the tentative map. The CC&Rs shall, at a minimum, include the following:</p> <ul style="list-style-type: none"> • Areas where homes front or otherwise are adjacent to a sidewalk, separated from the street by a planter strip and street trees, residential property owners may not place stepping stones, rocks, gravel, artificial turf, concrete, shrubbery or any other material other than turf between the sidewalk and the street. • Maintenance of this planter strip and the street tree shall be the responsibility of the homeowner. Enforcement of this provision may be by association or the City of Elk Grove all at the cost of the residential property owner. • Where community owned tree(s) (association or City) spreads over property lines, the property owner may not maintain, trim or otherwise harm the tree without first obtaining a permit from the appropriate body. Maintenance of dropping leaves, twigs and general tree debris onto the residential property and its structures shall be the residential property owner's sole responsibility. • When open spaces are located adjacent to residential uses, open fencing shall be provide. 	Concurrently with Recordation of the Final Map	Public Works	
66.	<p>Any deviations from City Standards shall be submitted with the improvement plan submittal with a letter justifying the deviations for consideration. Otherwise deviations that are not called out on the tentative map may not be approved by Public Works. These deviations run the risk of not being approved, potentially resulting in a redesign and requiring the project to go back to Planning Commission.</p>	Prior to Recordation of the Final Map	Public Works	
67.	<p>Dedicate design and improve all improvements identified in the Laguna Ridge Specific Plan Infrastructure Phasing Checklist revised date 4/15/05.</p>	Prior to Recordation of the Final Map	Public Works	
68.	<p>The Class 1 bike trail on the south side of Elk Grove Blvd shall be incorporated within the design of the commercial/office development within the Town and shall be a minimum total width of 14 feet, comprised of a 10 foot trail (PCC or AC) and minimum 2-foot wide paved shoulders.</p>	Prior to Recordation of the Final Map	Public Works	

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	as required by design standards.			
69.	All improvements shall be dedicated, designed, and improved in accordance with the City of Elk Grove Improvement Standards, as further conditioned herein, and to the satisfaction of Public Works.	Prior to Recordation of the Final Map	Public Works	
70.	<p>Reciprocal access easement agreements shall be provided between the following parcels</p> <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 <p>The location of the access point(s) must be to the satisfaction of Public Works.</p>	Prior to Recordation of the Final Map	Public Works	
71.	Elk Grove Blvd shall be dedicated, designed and installed as identified on the Elk Grove Blvd Improvement plans	Prior to Recordation of the Final Map	Public Works	
72.	Remove the temporary emergency vehicle easement on single family lots 12 and 52.	Prior to Recordation of the Final Map	Public Works	
73.	A visibility easement, if required, shall be placed on single family lot 1 at the southeast corner of J Street and I Street. All other lots shall conform to the City of Elk Grove's visibility easement requirements.	Prior to Recordation of the Final Map	Public Works	
74.	For all single family corner lots an access restriction shall be placed on the property from the driveway around the corner to the property line of the side yard.	Prior to Recordation of the Final Map	Public Works	
75.	Dedicate and install all internal streets as shown in the Allen Ranch tentative subdivision map including the modification identified in subsequent conditions, in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works. All streets improvements for the village will be constructed prior to building permit.	Prior to Recordation of the Final Map	Public Works	
76.	Dedicate a 12.5 foot public utility easement for underground and appurtenances adjacent to all public and private streets. Along major roadways, the PUE shall be located in the landscape buffer as per the design guidelines or to the satisfaction of Public Works.	On Final Map	Public Works	
77.	All proposed driveways on Elk Grove Blvd shall be right-in/right-out only.	Prior to	Public Works	

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	No median cut will be allowed on this segment of Elk Grove Blvd. However, alternatives to this restriction will be evaluated at the design review stage for the fronting properties.	Recordation of Final Map		
78.	Dedicate drainage rights-of-way (with per to recordation of final map) and construct facilities (prior to the issuance of building permits) pursuant to the City of Elk Grove Floodplain Management Ordinance, Sacramento County Water Agency Code, and City of Elk Grove Improvement Standards, including any fee required by the City of Elk Grove. The pertinent provisions of the above-referenced codes, standards, fees, and ordinances shall be applicable at the time of site improvement plan or approval of final map, whichever occurs first.	With Per to Recordation of Final Map and Prior to the Issuance of Building Permits	Public Works	
79.	Corner monumentation, as shown in the Design Guidelines, shall be installed at the time of improvement of the street. Improvements shall be on all corners of the intersection, including the future commercial corners.	Final Map	Public Works	
80.	Design and construct traffic signal at the intersection of Big Horn and Village Tree Drive in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.	Prior to Submittal of First Final Map	Public Works	
81.	Prior to construction, all well sites are subject to administrative design review by the City of Elk Grove. Well site locations on Lot 1 (Shopping Center) are not approved with this tentative map. Final locations will be determined by the City of Elk Grove. The city shall have final locations determined by June 30, 2005 or the locations per the Tentative Map will become the final locations.	Prior to Approval of Final Map	SCWA, Public Works	
82.	Provide separate public water service to each parcel and dedicate water pipeline easements to the satisfaction of Sacramento County Water Agency prior to approval of the final map.	Prior to Approval of Final Map	SCWA	
83.	Prior to final map recordation or signing of improvement plans whichever occurs first, the Sacramento County Water Agency requires either fee simple title or purchase agreements or an alternative agreement as approved by SCWA for the Big Horn Water Treatment Plant site and the Laguna Ridge Water Treatment Plant site as identified in the most current approved Laguna Ridge Specific Plan Water Supply Master Plan.	Prior to Recordation of Final Map or Approval of Improvement Plans,	SCWA	

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84.	<p>Destroy all abandoned wells on the proposed project site accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all wells that are to be abandoned, destroyed and/or retained for construction and grading operations on the improvement plans for the project. Prior to abandoning any existing agricultural wells, the applicant shall use water from agricultural wells fro grading and construction.</p>	<p>whichever occurs first Prior to Approval of Final Map</p>	<p>SCWA / EMD</p>	
85.	<p>Project proponents, future successors or interests shall reserve a minimum 100ft x 100ft water well site located at lot A and necessary easements to the satisfaction of the Sacramento County Water Agency (SCWA). Acceptance and approval of the site shall be subject to meeting Department of Health Services (DHS) setback requirements and obtaining acceptable results from hydrogeologic evaluations (exploratory drilling). If these conditions cannot be satisfied, then an alternate site on the Allen Ranch Subdivision shall be selected by SCWA and similarly evaluated. Prior to final map approval or signing of improvement plans, whichever occurs first, the property owner shall grant right-of-entry to SCWA to conduct hydrogeologic evaluations. Prior to final map recordation or signing of improvement plans, whichever occurs first, the property owner shall enter into a reservation agreement with SCWA consistent with Chapter 22.50 of the Sacramento County Code (City of Elk Grove Code) and Government Code Title 7, Division 2, Article 4. SCWA will not sign improvement plans until the project proponents, future successors or interests have entered into a purchase agreement for said well site.</p>	<p>With Recordation of the Final Map</p>	<p>SCWA</p>	
86.	<p>CSD-1 shall require an approved sewer study prior to the approval of Final Map or submittal of improvement plans for plan check to CSD-1, which ever comes first. The sewer study shall demonstrate how interim service will be provided to the project prior to the completion of the Southwest Interceptor.</p>	<p>Prior to Recordation of Final Map or Approval of Improvement Plans, whichever</p>	<p>CSD-1</p>	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
87.	Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance.	occurs first Prior to Recordation of Final Map	CSD-1	
	SINGLE FAMILY RESIDENTIAL			
	D. Prior to issuance of Building Permit.			
88.	The applicant is hereby notified that the Laguna Ridge Specific Plan includes an annual limit on the number of building permits that can be issued to 1,200 permits for single family residences. This limit applies to all parcels zoned RD-4 through RD-10. Permits will be issued on a first come, first served basis until the annual limit is reached. The year, as calculated for the Laguna Ridge project, begins June 1 through May 31. Any permits that have not been issued since adoption of the Laguna Ridge Specific Plan, June 2004, shall also be available within the first construction year and any following construction year until such time as they have been completely issued.	Prior to issuance of Building Permits	Planning, Building	
89.	All infrastructure improvements required of the Allen Ranch project shall be constructed to the satisfaction of the City of Elk Grove and consistent with General Plan policies PF-3 and PF8 prior to building permit issuance within the project area.	Prior to Issuance of 1 st Building Permit	Planning	
90.	All structures built within the Laguna Ridge Specific Plan area are subject to the Laguna Ridge Design Guidelines. Commercial buildings, multi-family projects, and single family residential units shall be reviewed for compliance with these guidelines through the City's Design Review process. Design reviews shall be approved by the appropriate authority.	Prior to Issuance of Building Permits	Planning	
91.	The Elk Grove Unified School District (the "School District") has funded and built certain oversized infrastructure that will be of direct benefit to the Developer's Project. Prior to the issuance of any building permit for residential construction or for commercial construction within the boundaries of the Developer's Project, the Developer shall pay to the School District a deposit equal to the pro-rata per unit share for the	Prior to Issuance of Building Permits	EGUSD	

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	interim sewer facilities, until such time the entire debt is satisfied.			
92.	All master home plans shall submit for Design Review through the Planning Department. No building permits shall be issued prior to the approval of this Design Review.	Prior to issuance of Building Permits	Planning	
93.	The applicant shall construct all requisite infrastructure identified within the Laguna Ridge	Prior to issuance of 1 st Permit	Public Works, Planning	
94.	The applicant shall design and construct the intersection and signal of Bruceville Road at Whitelock Parkways.	Prior to issuance of 1 st Permit	Public Works, Planning	
95.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Elk Grove Boulevard.	Prior to issuance of Building Permit	Public Works, Planning	
96.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Lotz Parkway.	Prior to issuance of 1 st Permit	Public Works, Planning	
97.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Whitelock Parkway.	Prior to issuance of 1 st Permit	Public Works, Planning	
98.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Elk Grove Boulevard.	Prior to issuance of Building Permit	Public Works, Planning	
99.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Lotz Parkway.	Prior to issuance of Building Permit	Public Works, Planning	
100.	The applicant shall design and construct the intersection and signals at the intersection of Lotz Parkway, Whitelock Parkway, and West Stockton Boulevard.	Prior to issuance of 1 st Permit	Public Works, Planning	
101.	The applicant shall design and install a new signal on Elk Grove Boulevard, at the intersection with Wymark Drive.	Prior to issuance of Building Permits	Public Works, Planning	
102.	The applicant shall design and construct a traffic signal on Bruceville Road and Street 1 (Ackley Drive).	Prior to issuance of 1 st Permit	Public Works, Planning	
103.	The applicant shall design and construct a traffic signal at Bruceville Road at Civic Center Drive.	Prior to issuance of Building	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
		Permits		
104.	The applicant shall design and improve West Stockton Boulevard, from Whitelock Parkway to Kammerer Road including but not limited to pavement rehabilitation to a design life of 10 years.	Prior to Issuance of 1 st Permit	Public Works, Planning	
105.	The applicant shall design and construct Bruceville Road, from Elk Grove Boulevard to Laguna Boulevard including but not limited to widening to 3 lanes each direction and restriping each direction for the entire length.	Prior to Issuance of 1 st Permit	Public Works, Planning	
106.	The applicant shall provide for signal phasing at Laguna Boulevard and Bruceville Road including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
107.	The applicant shall provide for signal phasing at Laguna Boulevard and Franklin Boulevard including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
108.	The applicant shall design and install intersection improvements for the Elk Grove Boulevard and State Route 99 intersection to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
109.	Final Map shall be recorded and all internal subdivision and other conditioned improvements shall be constructed prior to 1 st building permit. The residential project and the associated improvements may be phased as illustrated on the tentative map.	Prior to issuance of 1 st Building Permit	Public Works	
110.	All intersections adjacent to the proposed tentative map and where improvements are constructed shall be improved on all legs of the intersection. Intersection striping, signage, street name signs and removal/replacement of offsite signage and transitional striping shall be the responsibility of the applicant to design and improve to the latest City of Elk Grove improvement standards.	Prior to the Issuance of Building Permit	Public Works	
111.	Minor street landscaping shall be installed prior to the issuance of the first building permit within the subdivision. If weather prevents the installation at the time of first building permit, up to 25% of the building permits may	Prior to issuance of 1 st Building Permit	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>be issued at staff discretion upon demonstration of a fully executed landscape contract for the work.</p>			
112.	<p>All improvements shall be constructed in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Public Works</p>	
113.	<p>Fire/rescue services shall be provided to the property as follows:</p> <ul style="list-style-type: none"> • Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. • A permit release letter from the Elk Grove Community Services District Fire Department (EGCSDFD) shall be required prior to the Elk Grove Building Department issuing any construction permits. • Addresses for all lots shall be provided to the Fire Department within sixty (60) days of Fire Department signature of approval for development plans. • No more than 40 building permits shall be issued when a single point of access exists for a subdivision. Since there is no process in place for confirming the sequence in which multiple units are built, the above information should be considered and the Elk Grove CSD Fire Department should be consulted on this matter. • Dead-end streets in excess of 150 feet require approved emergency vehicle turn-arounds. • All required roadways, water mains, fire hydrants and fire flow shall be provided prior to the existence of any combustible construction or storage in this development. The roadways shall be constructed to a 20-foot minimum width with a minimum of 3 inches of AC over 6 inches of AB and shall have good drainage. • This development is required to provide fire flow from a public water system capable of delivering at a minimum 50 PSI static pressure and 3,000 GPM at 20 PSI residual pressure in commercial areas and 50 PSI static pressure and 1,000 GPM at 20 PSI residual 	<p>Prior to Issuance of Building Permit</p>	<p>Elk Grove CSD Fire Department</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>pressure in residential, single-family home areas. Buildings of certain types of construction, size, and use may need additional fire flow or the application of mitigating efforts to meet fire flows above this minimum.</p> <ul style="list-style-type: none"> • The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the EGCSDFD and the water purveyor having jurisdiction. • EGCSDFD approved traffic pre-emption devices of a type approved by the Elk Grove Fire Department shall be installed on all traffic signal devices erected or modified by this development. These devices shall be installed and functioning prior to any occupancy and at no cost to the Elk Grove Fire Department. • The installation of roadway gates, addresses, landscaping, pipe bollards, fuel tanks, masonry sound walls, tree wells and/or traffic islands are subject to standards outlined by the EGCSDFD. 			
114.	<p>Prior to the issuance of any building permits for the project, the project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.</p>	<p>Prior to Issuance of Building Permits</p>	<p>SCWA</p>	
115.	<p>Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Elk Grove Water Conservation Ordinance (formerly Chapter 14.10 of the Sacramento County Code) to the satisfaction of the City's Landscape/Oak Tree Coordinator.</p>	<p>Prior to Issuance of Building Permits</p>	<p>Public Works</p>	
116.	<p>Prior to the issuance of building permits, the Sewer Lift Station Facility S-1.1 shall be constructed and operational to the satisfaction of CSD-1.</p>	<p>Prior to Issuance of 1st Building Permit</p>	<p>Public Works, Planning</p>	
117.	<p>Prior to the issuance of building permits, the 16" and 12" Force Main, Bruceville Road S-1.2 shall be constructed.</p>	<p>Prior to Issuance of 1st Building Permit</p>	<p>Public Works, Planning</p>	
118.	<p>Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.2 shall be constructed.</p>	<p>Prior to Issuance of 1st Building</p>	<p>Public Works, Planning</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
		Permit		
119.	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.3 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
120.	Prior to the issuance of building permits, the 27"/24" Trunk Sewer and Manholes S-2.4 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
121.	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.5 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
122.	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.6 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
123.	Prior to the issuance of building permits, the 18" Trunk Sewer and Manholes S-2.7 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
124.	Prior to the issuance of building permits, the Big Horn Water Treatment Plant W-1.1 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
125.	Prior to the issuance of building permits, the Water Production Well (Various Locations) W-1.3 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
126.	Prior to the issuance of building permits, the 18" T-Main, Elk Grove Blvd. W-2.1 (a) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
127.	Prior to the issuance of building permits, the 24" T-Main, Elk Grove Blvd. W-2.1 (b) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
128.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Elk Grove Blvd. to Civic Center) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring)</u>	<u>Verification (date and Signature)</u>
129. Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Street "B" to Lotz Parkway) shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
130. Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Lotz Parkway to Whitelock Parkway) shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
131. Prior to the issuance of building permits, the 20" Dia. T-Main, New Poppy Ridge (Bruceville Road to Paseo) shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
132. Prior to the issuance of building permits, the 20" Dia. T-Main, Whitelock Parkway (Paseo to Big Horn Blvd) shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
133. Prior to the issuance of building permits, the 20" Dia. T-Main, Whitelock Parkway (Big Horn Blvd to Street "G1") shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
134. Prior to the issuance of building permits, the 30" Dia. T-Main, Whitelock Parkway (Street "G1" to Street "G2") shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
135. Prior to the issuance of building permits, 30" Dia. T-Main, Whitelock Parkway (Street "G2" to Lotz Parkway) shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
136. Prior to the issuance of building permits, Channel Excavation and Landscaping (Bruceville Rd to Paseo) shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
137. Prior to the issuance of building permits, Channel Excavation and Landscaping (Paseo to Big Horn Blvd) shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
138. Prior to the issuance of building permits, 72" Trunk Drain and Manholes (Big Horn Blvd to WTF) shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
139. Prior to the issuance of building permits, 72" Trunk Drain and Manholes (WTF to Street "G1") shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
140.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Street "G1" to Street "G2") shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
141.	Prior to the issuance of building permits, 60" Trunk Drain, Manholes and Outfall Structure D-3.1 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
142.	Prior to the issuance of building permits, 54" and 60" Trunk Drain and Manholes D-3.2 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
143.	Prior to the issuance of building permits, 72" Trunk Drain, Manholes and Outfall Structure 4.1 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
144.	Prior to the issuance of building permits, 66" and 72" Trunk Drain and Manholes D-4.2 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
145.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Big Horn to Laguna Springs) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
146.	Prior to the issuance of building permits, 60" Trunk Drain and Manholes (Big Horn to Local Street) D-6.1 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
147.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Local Street to Laguna Springs) D-6.2 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
148.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Civic Center to Elk Grove Blvd.) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
149.	Prior to the issuance of building permits, 30", 36" 42", 54", and 60" Trunk Drain and Manholes D-7.1 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
150.	Prior to the issuance of building permits, miscellaneous north paseo pedestrian crossings and two road crossing D-18.1 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
151. Prior to the issuance of building permits, North Paseo Drain D-18.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
152. Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.1 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
153. Prior to the issuance of building permits, 8" Reclaimed Water Main RW-1.2 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
154. Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.3 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
155. Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.4 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
156. Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.3 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
157. Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.4A shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
158. Prior to the issuance of building permits, 10" Reclaimed Water Main RW-3.4B shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
159. Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.1 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
160. Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.2 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
161. Prior to the issuance of building permits, 12" Reclaimed Water Main, RW-4.6 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
162.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-4.7 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
163.	Prior to the issuance of building permits, 8" Reclaimed Water Main, RW-6.1 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
164.	The applicant shall provide a non-potable water distribution system to the satisfaction of the Sacramento County Water Agency. When available, the applicant shall use non-potable water during grading and construction. Irrigation water service for all areas identified on the SCWA/MWH 2004 Sacramento County Recycled Water Distribution Modeling Study shall be provided from the non-potable system.	Prior to Issuance of Building Permit	SCWA	
165.	Sacramento County Water Agency will not issue water connection permits nor will building permits be issued for houses adjacent to proposed SCWA well sites until the well hole is constructed and functioning to the satisfaction of SCWA. SCWA will determine which lots are the adjacent lots and these lots will be shown on improvement plans. SCWA shall construct the wells within 2 years from the recording of the final map or this condition becomes void.	Prior to issuance of Building Permit	SCWA	
166.	All street intersections, public or private, within one block of the proposed project, applicant shall install and/or replace street name signs in accordance with the City of Elk Grove Standard Details.	Building Permit	Public Works	
167.	Connection to County Sanitation District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.	Prior to Certificate of Occupancy	CSD-1	
168.	The trunk and collector sewer system for the project will not be accepted for maintenance and building occupancy will not be granted until the downstream sewer system serving the project is also accepted for maintenance.	Prior to Certificate of Occupancy	CSD-1	
169.	Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system. In order to obtain sewer	Prior to Certificate of	CSD-1	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring)</u>	<u>Verification (date and signature)</u>
service, construction of CSD-1 sewer infrastructure is expected to be required.	Occupancy		
170. Water supply will be provided by the Sacramento County Water Agency, to each building, to the satisfaction of the Sacramento County Water Agency. Public water service shall be provided to each parcel through a separate connection.	Prior to Certificate of Occupancy	Public Works, SCWA	
171. The applicant shall provide for graffiti-resistant paint or clear graffiti-resistant coating of all masonry walls, and any subdivision signs.	Prior to Certificate of Occupancy	Community Enhancement	
172. Upon completion of the installation of the landscaping, the project landscape architect/designer shall certify that the installed landscape complies with all City Water Conserving Landscape requirements. Certification shall be accomplished by completion of a Certificate of Conformance on a form provided by the City. Failure to submit a complete and accurate Certificate of Conformance to the Planning Department will delay final approval/occupancy of the project.	Prior to Certificate of Occupancy	Planning	
173. Sacramento County Water Agency will not issue water connection permits until the Big Horn Water Treatment Plant is functioning to the satisfaction of SCWA or an alternative water source is provided to the satisfaction of SCWA.	Prior to Certificate of Occupancy	SCWA	
174. Submit Flood Elevation Certification, or equivalent City approved format, for each structure.	Prior to Certificate of Occupancy	Public Works	
175. Any improvements, public or private, damaged in construction shall be replaced in-kind or with new improvement.	Prior to Certificate of Occupancy	Public Works	
176. The 20 acre community park south of Whitelock Parkway shall be dedicated to the City of Elk Grove prior to or on the Final Map. Applicant shall design and construct these parks in accordance with the facilities plan provided by the City of Elk Grove and shall be in accordance with the parks improvement standards for the City. Construction shall be completed, accepted by the City and open for use prior to the first occupancy or at an alternative time approved by the City Manager.	Prior to 1st Certificate of Occupancy	Development Services	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
177.	The owner/developer must disclose to future/potential owners the existing or proposed 69kv electrical facilities located on Whitelock Parkway.	Prior to Certificate of Occupancy	SMUD	
LAGUNA RIDGE TOWN CENTER RESIDENTIAL				
178.	The applicant is hereby notified that development of SC zoned Lots 1-9 are subject to the Laguna Ridge Town Center plan and are required to comply with the Laguna Ridge Specific Plan Design Guidelines. All projects within these lots are required to process Design Review entitlements prior to the issuance of building permits. Site improvement details related to driveway access and infrastructure improvement as well as infrastructure requirements in support of development within these lots will be determined prior to approval of Design Review entitlements of projects within these lots.	Prior to Issuance of Building Permits	Planning	
179.	Developers of the parcels located in the Town Center area shall provide reciprocal access points between neighboring parcels. These access points shall become easements between the parcels and at the Cities discretion may be recorded against the parcels. Location of access point(s) must be to Public Works satisfaction and will be approved when these parcels are developed.	Prior to Approval of Improvement Plans	Public Works	
180.	Water intensive commercial and industrial building permit applicants shall conduct a water use efficiency review and submit the findings in required environmental documentation for the project.	Prior to Issuance of Building Permits	Planning, Public Works	
181.	Efficient cooling systems, recirculating pumps for fountains and ponds, and water recycling systems for vehicle washing shall be required by all applicable development proposals.	Prior to Issuance of Building Permits	SCWA	

Attachments

1. **Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program**
2. **Laguna Ridge Specific Plan Infrastructure Phasing Plan**

EXHIBIT "C" CONDITIONS OF APPROVAL – MITIGATION MEASURES

	Conditions of Approval / Mitigation Measure	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1	The development approved by this action is for the Laguna Ridge Specific Plan, as described in the City Council report and associated Exhibits and Attachments dated December 3, 2003.	On-Going	City of Elk Grove Development Services	
2	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	On-Going	City of Elk Grove Development Services	
3	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	City of Elk Grove Development Services	
4	Comply with, record, and pay fees for the Mitigation Monitoring and Reporting Program (MMRP) associated with the Laguna Ridge Specific Plan. Until the MMRP has been recorded and the estimated MMRP fee of \$10,000 has been paid, no final parcel map for the subject property shall be approved and no grading, building, sewer connection, water connection, or occupancy permit from the City or County will be approved. (Planning)	Prior to issuance of Grading Permit	City of Elk Grove Development Services	

As Part of the Final Approval of the Specific Plan

<p>MM 4.2.4a</p>	<p>All internal intersections shall be designed to meet City Level of Service Standards (LOS D or better). This requirement shall be incorporated into the specific plan.</p>	<p>As part of the final approval of the Specific Plan</p>	<p>City of Elk Grove Development Services</p>	
<p>Prior to Approval of Subsequent Development Projects</p>				
<p>MM 4.2.1a</p>	<p>Elk Grove Boulevard shall be widened between Bruceville Road and Auto Center Drive to three lanes in each direction. Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects.</p>	<p>City of Elk Grove Development Services.</p>	

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<p>MM 4.2.1c</p>	<p>Grant Line Road between SR 99 and Waterman Road shall be widened from one to two lanes in each direction.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.1d</p>	<p>Poppy Ridge Road between Bruceville Road and West Stockton Boulevard shall be reconstructed to provide 12-foot travel lanes and minimum 6-foot paved shoulder.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.1e</p>	<p>West Stockton Boulevard between Kammerer Road and Poppy Ridge Road shall be reconstructed to provide 12-foot travel lanes and minimum 6-foot paved shoulder.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.1f</p>	<p>West Stockton Boulevard between Poppy Ridge Road and the Auto Mall Access to provide 12-foot travel lanes and minimum 6-foot paved shoulder.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.2a</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Bruceville Road intersection.</p> <ul style="list-style-type: none"> • One shared through/right-turn lane, one through lane, and one left-turn lane on the northbound approach. • One right-turn lane, two through lanes, and two left-turn lanes on the southbound approach. • One right-turn lane, two through lanes, and one left-turn lane on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Big Horn Boulevard intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, two through lanes, and one left-turn lane on the northbound approach. • One right-turn lane, two through lanes, and two left-turn lanes on the southbound approach. • One shared through/right-turn lane, two through lanes, and two left-turn lanes on the eastbound approach. • One shared through/right-turn lane, two through lanes, and two left-turn lanes on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2b</p>			

<p>The following lane configurations shall be provided at the Elk Grove Boulevard/West Laguna Springs Drive intersection.</p> <ul style="list-style-type: none"> • Two right-turn lanes, two through lanes, and one left-turn lane on the northbound approach. • One right-turn lane, one through lane, and two left-turn lanes on the southbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the eastbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the westbound approach. • Right-turn overlap phasing for the northbound right-turn lane at the Elk Grove Boulevard/West Laguna Springs Drive intersection. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvements to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2c</p>			

<p>MM 4.2.2d</p>	<p>Right-turn overlap phasing for the northbound right-turn movement shall be provided at the Elk Grove Boulevard/Auto Center Drive intersection. This improvement would require modification of the existing signal equipment and signal phasing.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2f</p>	<p>Install traffic signal and provide the following lane configurations at the Elk Grove Boulevard/Waterman Road intersection.</p> <ul style="list-style-type: none"> • A shared through/right-turn lane and an exclusive left-turn lane on all approaches. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.2g</p>	<p>Install a traffic signal and provide the following lane configurations at the Poppy Ridge Road/Bruceville Road intersection.</p> <ul style="list-style-type: none"> • A shared through/right-turn lane and an exclusive left-turn lane on the northbound, southbound, and eastbound approaches. • One right-turn lane, one through lane, and one left-turn lane on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2h</p>	<p>The applicant shall participate in the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program which includes reconstruction of the SR 99/Grant Line Road interchange. Fair-share funding for the SR 99/Grant Line Road improvement project shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.2i</p>	<p>Right-turn overlap phasing for the southbound right-turn movement shall be provided at the Laguna Boulevard/Franklin Boulevard intersection.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2j</p>	<p>Right-turn overlap phasing shall be provided for the northbound right-turn movement at the intersection of Laguna Boulevard with Big Horn Boulevard.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.2k</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p> <p>If the additional right-of-way necessary for the improvement cannot be obtained, the project applicant shall pay their fair-share of the estimated cost of the improvement and cost of the right-of-way into the City's future Traffic Impact Fund.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.2.3d</p>	<p>Bruceville Road between Elk Grove Boulevard and Laguna Boulevard shall be widened from two to three lanes in each direction.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5a</p>	<p>Right-turn overlap phasing for the southbound right-turn movement at the Laguna Boulevard/Franklin Boulevard intersection.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.5b</p> <ul style="list-style-type: none"> • One right-turn lane, two through lanes, and two left-turn lanes on the northbound approach. • One right-turn lane, two through lanes, and two left-turn lanes on the southbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the eastbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the westbound approach. • Right-turn overlap phasing on all approaches to the intersection, which would require modification of the existing signal equipment and signal phasing. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.2.5c</p> <p>The following lane configurations shall be provided at the Elk Grove Boulevard/West Laguna Springs Drive intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, two through lanes, and one left-turn lane on the southbound approach. • Two right-turn lanes, two through lanes, and one left-turn lane on the northbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the westbound approach. • One right-turn lane, three through lanes, and one left-turn lane on the eastbound approach. • Protected left-turn phasing for the north and southbound left-turn movements. • Provide right-turn overlap phasing on the northbound and southbound approaches, which would require modification of the existing signal equipment and signal phasing. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.2.5d</p> <p>The following lane configurations shall be provided at the Elk Grove Boulevard/Auro Center Drive intersection.</p> <ul style="list-style-type: none"> • Two right-turn lanes, one through lane, and one left-turn lane on the northbound approach. • Provide protected left-turn phasing on the northbound and southbound approaches. • Provide right-turn overlap phasing on the northbound approach. Right-turn overlap phasing would require modification of the existing signal equipment and signal phasing. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.2.5f</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services.</p>	
<p>The following lane configurations shall be provided at the Elk Grove Boulevard/East Stockton Boulevard intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, one through lane, and one left-turn lanes on the southbound approach. • A shared through/right-turn lane and two left-turn lanes on the northbound approach. • Provide protected left-turn phasing on the northbound and southbound approaches. 			

<p>MM 4.2.5g</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Bruceville Road intersection.</p> <ul style="list-style-type: none"> • One right-turn lane on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5j</p>	<p>Install a traffic signal and coordinate it with the Hood-Franklin Road/I-5 Northbound Ramps intersection. This improvement will require coordination and approval from Caltrans and Sacramento County. Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.5k</p>	<p>Install a traffic signal and coordinate it with the Hood-Franklin Road/I-5 Southbound Ramps intersection. This improvement will require coordination and approval from Caltrans and Sacramento County. Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.2.5l</p>	<p>A traffic signal shall be installed and the following lane configurations shall be provided at the Elk Grove-Florin Road/East Stockton Boulevard intersection.</p> <ul style="list-style-type: none"> • One through lane and one left-turn lane on the southbound approach. • One right-turn lane and two left-turn lanes on the westbound approach. • One right-turn lane and one through lane on the northbound approach. • This improvement would require 3-phase signal operation. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>

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<p>MM 4.2.5i</p>	<p>Right-turn overlap phasing shall be provided for the southbound right-turn movement at the intersection of Grant Line Road and Waterman Road.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.2.5m</p>	<p>Right-turn overlap phasing shall be provided for the northbound right-turn movement at the intersection of Laguna Boulevard with West Laguna Springs Drive.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>

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<p>MM 4.2.5n</p>	<p>Right-turn overlap phasing shall be provided for the southbound right-turn movement at the intersection of Elk Grove and Franklin Boulevards.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.2.5o</p>	<p>Right-turn overlap phasing shall be provided for the southbound right-turn movement at the Grant Line Road/Bradshaw Road intersection.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>

<p>MM 4.7.3b</p>	<p>Subsequent non-residential projects shall be required to locate all storage areas away from any drainage features and provide water quality control measures in storm drainage facilities such as grease and sediment traps, vegetative filters, and containment structures for hazardous materials. This requirement shall be reflected on site plans and improvement plans. Water quality control features shall be consistent with the City's NPDES permit (NPDES No. CA5082597).</p>	<p>As a condition of approval of subsequent non-residential projects.</p>	<p>City of Elk Grove Public Works and Development Services</p>	
<p>MM 4.8.5</p>	<p>The project applicant shall design the subsequent public and private projects within the plan area to avoid impacts to potential habitat for VELB (elderberry shrubs; see Figure 4.8-1 of the Draft EIR), if feasible. If project development is required in areas that may impact elderberry shrubs containing stems measuring 1.0 inch or greater in diameter at ground level (development within 100 feet of shrub dripline), the project applicant shall perform one of the following measures:</p> <ol style="list-style-type: none"> 1. Fence and flag all areas to be avoided during construction activities. In areas where encroachment on the 100-foot buffer has been approved by the USFWS, provide a minimum setback of at least 20 feet from the dripline of each elderberry plant. 2. Brief contractors on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements. 3. Erect signs every 50 feet along the edge of the avoidance area with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines and 	<p>Prior to approval of subsequent development and prior to and during construction activities</p>	<p>U.S. Fish and Wildlife Service and City of Elk Grove Development Services</p>	

	<p>imprisonment." The signs should be clearly readable from a distance of 20 feet and must be maintained for the duration of construction.</p> <p>4. Instruct work crews about the status of the beetle and the need to protect its elderberry host plant.</p> <p>Restoration and Maintenance</p> <ol style="list-style-type: none"> 1. Restore any damage done to the buffer area (area within 100 feet of elderberry plants) during construction. Provide erosion control and re-vegetate with appropriate native plants. 2. Buffer areas must continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding and trash removal are usually appropriate. 3. No insecticides, herbicides, fertilizers or other chemicals that might harm the beetle or its host plant should be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. 4. The applicant must provide a written description of how the buffer areas are to be restored, protected and maintained after construction is completed. 5. Mowing of grasses/ground cover may occur from July through April to reduce fire hazard. No mowing should occur within five feet of elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., striping away bark through careless use of mowing/trimming equipment). 		
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			<p>If the shrub cannot be avoided, then a mitigation plan shall be developed and implemented in consultation with USFWS consistent with the conservation guidelines for the valley elderberry longhorn beetle, which likely includes one or more of the following:</p> <ul style="list-style-type: none"> • Obtain credits at an approved mitigation bank; or • Implement an onsite mitigation and monitoring plan that includes transplantation of the shrub and planting of elderberry seedlings. <p>The mitigation plan shall be approved by the USFWS prior to acceptance by the City. Any required onsite mitigation shall be incorporated into subsequent improvement and construction plans.</p>	
	<p>U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and City of Elk Grove Development Services</p>	<p>Prior to the approval of subsequent development and prior to construction activities</p>	<p>The project applicant shall design the subsequent public and private projects within the plan area to avoid impacts to potential habitat for vernal pool invertebrates by providing an appropriate setback from the edge of each pool, as determined by the City in consultation with the U.S. Fish and Wildlife Service, if feasible. If pools impacted cannot be avoided, the project proponent shall implement the following measures:</p> <ol style="list-style-type: none"> 1. Completion of an onsite mitigation and monitoring plan that includes onsite creation/preservation of the pools. Mitigation shall be to the satisfaction of the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers (as part of Section 404 permitting), and the City, or 2. Credits may be obtained at an approved mitigation bank. 	<p>MM 4.8.6</p>

As Part of Subsequent Development Application Submittals

<p>MM 4.5.3a</p>	<p>As part of subsequent applications on non-participating properties, the project applicant shall provide the City with a Phase I Site Assessment to determine whether ash or a former burn site is present on the subject property.</p>	<p>Prior to acceptance of an application for subsequent development on non-participating properties as complete.</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.8.1a</p>	<p>A tree survey shall be conducted by an arborist certified by the International Society of Arboriculture (ISA) to enumerate and evaluate all trees on the site that meet the standards in the City Tree Ordinance (as amended). All tree locations shall be mapped onto all subsequent improvement and construction plans, tentative subdivision maps, and maps associated with development projects and rezones. Direct loss of protected trees shall be clearly identified on all subsequent maps and plans.</p>	<p>As part of the subsequent development application submittals and prior to construction activities</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.8.1b</p>	<p>Unless identified for removal as described in MM 4.8.1, all trees that meet the following criteria shall be avoided by construction and protected during all construction activity:</p> <ul style="list-style-type: none"> • Native and Non-Native Oak Trees with a trunk at least six inches (6") in diameter at a height of 4.5 feet. • All other trees with a trunk diameter of twelve inches (12") at a height of 4.5 feet. <p>Trees to be retained shall be protected by implementation of the following measures:</p> <ol style="list-style-type: none"> 1. Before initiating any construction activity near protected trees, install chain link fencing or a 	<p>As part of the subsequent development application submittals and prior to and during construction activities</p>	<p>City of Elk Grove Development Services</p>	

			<p>similar protective barrier at least one foot outside the dripline of each tree or as far as possible from the tree trunk where the existing road is within the tree dripline. The barrier fencing will remain in place for the duration of construction activity.</p> <p>2. Any required pruning of oak trees shall be conducted before construction activity begins. Oak trees that require pruning of branches larger than two inches in diameter shall be pruned by a certified arborist. No pruning of the six-foot-diameter tree will be permitted.</p> <p>3. No signs, ropes, cables (except cable that may be installed by a certified arborist or other professional tree expert), or other items shall be attached to the oak trees.</p> <p>4. No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of oak trees.</p> <p>5. No grading shall be allowed within the driplines of oak trees except where paved roadway already exists and where it can be demonstrated that the health of the tree will not be significantly impacted. Removal of pavement and grading within the driplines of oak trees shall be conducted in the presence of a certified arborist to ensure that damage and stress to any oak tree is minimized.</p> <p>6. Any work necessary within the driplines shall be conducted by hand.</p> <p>7. Paving within the driplines of oak trees shall be stringently minimized. When paving is</p>	
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absolutely necessary, porous material shall be used or a piped aeration system shall be installed under the supervision of a certified arborist.

8. Landscaping beneath oak trees may include non-plant material such as boulders, cobbles, and wood chips. The only plant species that shall be planted within the driplines of oak trees are those that are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for understory plants.

9. No sprinkler system shall be installed in such a manner that it irrigates within the driplines of oak trees.

Trees that are subject to protection and which cannot be protected shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.

If trees cannot be preserved or replaced onsite, off-site mitigation or the payment of an in-lieu fee shall be provided in accordance with the provisions of the City Tree Preservation Ordinance (as amended).

The above requirements shall be implemented prior to and during construction activities for all subsequent public and private projects. Improvement and construction plans shall specifically note this measure.

As part of each subsequent project application submittal to the City, the project applicant shall identify all potential wetland resources that occur on-site for City review (such as those identified in Figure 4.8-1 of the Draft EIR. If wetland resources are proposed to be impacted, the project applicant shall do the following:

1. The applicant shall delineate the extent of jurisdictional waters of the U.S. to be impacted by the proposed project and, if required, apply for a Section 404 permit from the U.S. Army Corps of Engineers (Corps). Wetland areas that would be lost or disturbed shall be replaced or rehabilitated on a "no-net-loss" basis. Onsite creation of wetland habitat is preferred to offsite mitigation. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to the Corps and City.
2. The applicant shall obtain a Section 401 water quality waiver of certification from the RWQCB.
3. A mitigation plan shall be implemented that includes one of the following:
 - (a) Completion of an onsite Mitigation and Monitoring Plan that includes onsite creation/preservation of the wetlands.
 - (b) Credits may be obtained at an approved mitigation bank.

The project applicant shall provide written evidence to the City from the Corps and the RWQCB that this measure has been complied with prior to recordation of final maps.

MM
4.8.3

A part of subsequent tentative map applications and completed prior to final map recordation.

City of Elk Grove
Development
Services, Corps, and
RWQCB.

Prior to Approval of Tentative Subdivision Maps, Parcel Maps, and Site Plans

<p>MM 4.2.8</p>	<p>Prior to the approval of tentative subdivision, parcel maps and subsequent development associated with land areas along Big Horn Blvd and Bruceville Road right-of-way for future light rail stations and lines at locations along either Big Horn Boulevard or Bruceville Road shall be dedicated based on consultation with the City of Elk Grove and Sacramento Regional Transit.</p>	<p>Prior to approval of tentative subdivision and parcel maps and subsequent development</p>	<p>City of Elk Grove Development Services and Sacramento Regional Transit</p>	
<p>MM 4.4.3a</p>	<p>When residential tentative subdivision maps include and/or are located adjacent to school and park sites, the residential subdivisions shall be designed to meet the City noise standards set forth in Table 4.4-6 of the Draft EIR. If the noise levels from the school and park facilities is expected to exceed the applicable standard, the project applicant shall implement appropriate mitigation measures. Appropriate mitigation measures include walls, berms, and buffers that would ensure compliance with applicable standards, as determined through the adopted Design Review procedures. Evidence of compliance shall be provided to the City.</p>	<p>Prior to approval of residential tentative subdivision maps</p>	<p>City of Elk Grove Development Services, Elk Grove Unified School District, and Elk Grove Community Services District</p>	
<p>MM 4.4.3b</p>	<p>Prior to approval of a non-residential use that will abut a residential use and has the potential to generate noise, the project applicant shall demonstrate compliance with City noise standards set forth in Table 4.4-6 of the Draft EIR. If the noise levels from the facility exceed the applicable standard, the project applicant shall implement appropriate mitigation measures. Appropriate mitigation measures include walls, berms, and buffers that would ensure compliance with applicable standards, as determined through the adopted Design Review procedures.</p>	<p>Prior to approval of permits and/or plans for non-residential uses adjacent to existing or planned residential uses</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.4-5</p>	<p>Prior to development of any noise-sensitive uses (as defined by the City of Elk Grove Noise Element) along Elk Grove Boulevard, Big Horn Road and Poppy Ridge Road, the project applicant shall identify specific noise mitigation measures for areas that would be located within the 60 dB Ldn traffic noise contours shown in Table 4.4-12 of the Draft EIR that would attenuate noise levels in compliance with City noise standards for traffic noise as shown in Table 4.4-9 of the Draft EIR. Potential design features for noise attenuation are listed below.</p> <ol style="list-style-type: none"> a. <u>Setbacks</u> (i.e., open space, frontage roads, recreational areas, and storage yards) typically reduce noise attenuation by 4 to 6 dB per doubling of distance from the source. b. <u>Barriers</u> (i.e., walls, berms, or structures) to achieve a noise reduction ranging from 5 to 15 dB. Earth berms provide approximately 3 dB more attenuation than a wall. c. <u>Site design</u> (i.e., building location) to reduce noise levels. d. <u>Building design</u> (i.e., location of noise-sensitive uses within a building) to reduce the impact of noises on inhabitants. e. <u>Building façades</u> (i.e., utilizing all features of the building façade including the closed windows) to reduce noise. f. <u>Vegetation</u> (i.e., trees and other vegetation) 100 feet of dense foliage can achieve a 5 dB attenuation of traffic noise. g. <u>Noise-reducing paving materials</u> (i.e., rubberized asphalt) reduce traffic noise by approximately 4 dB. 	<p>Prior to approval of tentative subdivision maps and development projects along Elk Grove Boulevard, Big Horn Road and Poppy Ridge Road.</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.6.1.1a</p>	<p>Prior to each tentative subdivision and/or parcel map approval, the project applicant shall submit to the City, information documenting adequate availability of water supplies and associated infrastructure facilities for the proposed development consistent with facilities and phasing set forth in the Laguna Ridge Specific Plan water study (Wood-Rogers, 2000). Subsequent project applications shall not be approved by the City until proof has been provided that water supplies are available and approval from SCWA has been received.</p>	<p>Prior to tentative subdivision and/or parcel map approval</p>	<p>City of Elk Grove Development Services and Sacramento County Water Agency</p>	
<p>MM 4.6.2.1</p>	<p>Prior to each tentative subdivision or parcel map, the project applicant shall be required to demonstrate that the permanent sewer system, consistent with the Preliminary Sewer Master Plan for the Laguna Ridge Specific Plan (Wood-Rogers, 2002) adequately serves the subsequent project. This demonstration may take the form of plans and/or reports, which shall be reviewed and approved by the City consistent with the Specific Plan infrastructure phasing provisions. The project applicant shall also pay the required sewer connection and capacity fees that are used to fund expansion of trunk and interceptor facilities.</p>	<p>Prior to the approval of each tentative subdivision or parcel map</p>	<p>City of Elk Grove Development Service, Sacramento Regional County Sanitation District and County Sanitation District.</p>	
<p>MM 4.6.2.2</p>	<p>Prior to approval of each tentative subdivision or parcel map that would utilize the interim sewer facilities, the project applicant shall be required to demonstrate that there is adequate sewer capacity to support the proposed project. This will include confirmation from Sacramento Regional County Sanitation District and County Sanitation District-1 on the availability of sewer capacity.</p>	<p>Prior to approval of each tentative subdivision and parcel map</p>	<p>City of Elk Grove Development Services, Sacramento Regional County Sanitation District, and County Sanitation District-1</p>	

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<p>MM 4.7.2</p>	<p>Prior to the approval of each subsequent tentative subdivision map, the project applicant shall be required to demonstrate that drainage facilities, consistent with the Storm Drainage Master Plan for Laguna Ridge Specific Plan (Wood-Rogers, 2002), will adequately serve the subsequent project, consistent with City standards and off-site flooding impacts would not result, and that such facilities are either available or will be available upon site development. This demonstration may take the form of plans and/or reports, which shall be reviewed and approved by the City consistent with the Specific Plan infrastructure phasing provisions.</p>	<p>Prior to the approval of each subsequent tentative parcel and/or subdivision map</p>	<p>City of Elk Grove Public Works</p>
<p>MM 4.8.2a</p>	<p>Prior to approval of site plans and/or tentative subdivision maps for each parcel proposed for development within 50 feet of the perennial marsh shown in Figure 4.8-1 of the Draft EIR, a focused plant survey for Sanford's arrowhead is required to determine the presence/absence of this species. The surveys shall be conducted by a qualified botanist retained by the City and funded by the project applicant during the blooming period (May-August) for this species.</p>	<p>Prior to approval of site plans and/or tentative subdivision map for parcels proposed for development within 50 feet of the perennial marsh.</p>	<p>City of Elk Grove Development Services</p>

<p>MM 4.8.2b</p>	<p>If this species is not found onsite, no further measures are required. However, if Sanford's arrowhead is found, each population shall be mapped and technical assistance from CNPS and the U.S. Fish and Wildlife Service shall be requested. To the maximum extent feasible, plant populations shall be preserved within open space non-disturbance areas. However, if these areas cannot be avoided, land-supporting populations of the impacted species shall be purchased and shall be permanently protected. Under the direction of CNPS and the U.S. Fish and Wildlife Service, preservation strategies shall be implemented, which may include seed and soil collection or plant transplant. At a minimum, mitigation shall occur at a 1:1 ratio (one plant preserved for every plant impacted). A detailed mitigation plan that includes species, habitat, preserve management, and monitoring strategies shall be developed in consultation with the U.S. Fish and Wildlife Service.</p>	<p>Prior to approval of site plans and/or tentative subdivision maps for parcels proposed for development within 50 feet of the perennial marsh.</p>	<p>City of Elk Grove Development Services and U.S. Fish and Wildlife Service</p>	
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<p>MM 4.10.1a</p>	<p>Prior to subsequent approvals on non-participating properties, a detailed cultural resources field survey of the subject property shall be conducted by the City and funded by the project applicant. The cultural resources field survey shall identify any cultural resource finds and will set out measures to mitigate any impacts to any significant resources as defined by CEQA, California Register of Historic Resources and/or National Historic Preservation Act. Mitigation methods to be employed include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Redesign of the subsequent development project to avoid the resource. The resource site shall be deemed to a non-profit agency to be approved by the City for maintenance of the site. • If avoidance is determined infeasible by the City, then the resource shall be mapped, stabilized, and capped pursuant to appropriate standards. • If the City determines capping infeasible, then the resource shall be excavated and recorded to appropriate standards. 	<p>Prior to subsequent approvals on non-participating properties</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.10.2</p>	<p>Prior to subsequent approvals on non-participating properties that include the buildings at 8533 and 8551 Poppy Ridge Road, a detailed evaluation of the historical significance of the structures at the two sites listed above shall be conducted by the City and funded by the project applicant. If the evaluation is negative (i.e., not historically significant), no further mitigation is required.</p> <p>If the evaluation determines that the two sites are historically significant, the subsequent development project shall be redesigned to avoid the building site(s). The building site(s) will be deemed to a non-profit agency to be approved by the City for the maintenance of the site(s). If avoidance is</p>	<p>Prior to subsequent approvals on non-participating properties associated with 8533 and 8551 Poppy Ridge Road</p>	<p>City of Elk Grove Development Services</p>	

<p>determined to be infeasible by the City, all required documentation (in addition to the items above) shall be conducted in accordance with appropriate standards:</p> <ul style="list-style-type: none"> • The development of a site-specific history and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies, this task could involve limited oral history collection; • Accurate mapping of the noted resources, scaled to indicate size and proportion of the structures; • Architectural description of affected structures; • Photo documentation of the designated resources, both in still and video format; • Recordation of measured architectural drawings, in the case of specifically designated buildings of higher architectural merit; and • Any historical significant artifacts within buildings and the surrounding area shall be recorded and deposited with the appropriate museum. <p>These buildings shall be preserved and relocated off-site.</p>				
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Prior Final Subdivision Map Approval

<p>MM 4.6.4.2a</p>	<p>The project applicant shall provide a permanent fire station within the plan area and sufficient funds to purchase associated facilities including an aerial truck, and urban interface engine. These improvements and facilities, included in the Laguna South Public Facilities Fee Program, shall be provided to the satisfaction of the Elk Grove Community Services District Fire Department (EGCSDFD). Fair-share funding for the above fire facilities and services improvements shall be determined by the modification of the Laguna South Public Facilities Fee Program by the annexation of the Laguna Ridge Specific Plan into the Fee Program. Project public facility financing plans and/or programs shall establish the timing of these improvements to ensure they are in place to the satisfaction of the EGCSDFD. Establishment of the financing plans and/or programs shall occur prior to the approval of any subsequent development project. Development may occur prior to approval of the project's financing plans and/or programs if the project applicant constructs the EGCSDFD required improvement and purchases associated facilities concurrent with the development of their specific project.</p>	<p>Prior to approval of the Project Financing Program and/or Plan</p>	<p>EGCSD and City of Elk Grove Development Services</p>	
<p>MM 4.6.5.1</p>	<p>The project's general financing program and/or plan shall demonstrate that there are sufficient sources of funding to provide adequate law enforcement facilities and equipment for new officers required to maintain the one officer per 1,000 residents ratio with the addition of the project.</p>	<p>Prior to approval of the Project Financing Program and/or Plan</p>	<p>Elk Grove Police Department and City of Elk Grove Development Services</p>	

<p>MM 4.4.4</p>	<p>The project proponent shall ensure that a disclosure statement shall be recorded against the property and be provided to all prospective buyers of properties within the proposed plan area notifying such persons of the presence of existing and future noise-producing agricultural-related activities in the immediate Specific Plan area. The disclosure statement shall be reviewed and approved by City of Elk Grove Development Services.</p>	<p>Prior to each final subdivision map approval</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.1.2b</p>	<p>The project proponent shall ensure that a disclosure statement shall be recorded against the property and be provided to all prospective buyers of properties within the proposed plan area notifying such persons of the presence of existing and future noise-producing agricultural-related activities in the immediate Specific Plan area. The disclosure statement shall be reviewed and approved by City of Elk Grove Development Services.</p>	<p>Prior to the sale to prospective buyers</p>	<p>City of Elk Grove Development Services</p>	
<p style="text-align: center;">Prior to Issuance of Demolition Permits</p>				
<p>MM 4.5.2</p>	<p>Prior to the issuance of demolition permits for existing onsite structures, asbestos material sampling shall be conducted to determine if materials are present. Any identified asbestos containing building materials present in each of the structures to be dismantled shall be removed under acceptable engineering methods and work practices by a licensed asbestos abatement contractor prior to removal. These practices include, but are not limited to: containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agency (the Sacramento Metropolitan Air Pollution Management District).</p>	<p>Prior to the issuance of demolition permits</p>	<p>Sacramento Metropolitan APMD, City of Elk Grove Development Services</p>	

<p>MM 4.5.4a</p>	<p>Prior to the issuance of demolition permits for existing onsite structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations.</p>	<p>Prior to issuance of demolition permits</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.5.4b</p>	<p>The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations.</p>	<p>Prior to issuance of demolition permits and included in construction contracts.</p>	<p>City of Elk Grove Development Services</p>	
<p>Prior to Issuance of Grading Permits or Approval of Improvement Plans</p>				
<p>MM 4.1.1</p>	<p>The applicant of subsequent projects shall protect one acre of existing farmland land of equal or higher quality for each acre of Prime Farmland, Unique Farmland or Farmland of Statewide Importance that would be developed as a result of the project. Areas of Prime Farmland and Farmland of Statewide Importance within the project site are depicted in Figure 4.1-1 of the Revised Draft EIR. This protection may consist of the establishment of farmland conservation easement, farmland deed restriction or other appropriate farmland conservation mechanism that ensures the preservation of that land from conversion in perpetuity, but may also be utilized for compatible wildlife habitat conservation efforts (e.g., Swainson's hawk foraging habitat mitigation). The farmland/wildlife habitat land to be preserved shall be located within Sacramento County, outside the City of Elk Grove city limits, bounded by Hood-Franklin Road, Kammerer Road, Grant Line Road and the Jackson Highway, by Dillard Road and Clay Station Road, by the Sacramento County line, and by the Sacramento River, and must have adequate water supply to support agricultural use. In deciding whether to approve the land proposed for preservation by the</p>	<p>Prior to the issuance of grading permits</p>	<p>City of Elk Grove Development Services</p>	

Project applicant, the City shall consider the benefits of preserving farmlands in proximity to other protected lands. The preservation of off-site farmland may be done at one time, prior to the City's approval of the project's first grading permit, or may be done in increments with the build-out of the project, with preservation occurring prior to each grading permit approval. Grading plans shall include the farmland information contained in Figure 4.1-1 of the Revised Draft EIR and the acreage and type of farmland impacted. In addition, the City shall impose the following minimum conservation easement content standards:

- a) All owners of the agricultural/wildlife habitat mitigation land shall execute the document encumbering the land.
- b) The document shall be recordable and contain an accurate legal description of the agricultural/wildlife habitat mitigation land.
- c) The document shall prohibit any activity which substantially impairs or diminishes the agricultural productivity of the land. If the conservation easement is also proposed for wildlife habitat mitigation purposes, the document shall also prohibit any activity which substantially impairs or diminishes the wildlife habitat suitability of the land.
- d) The document shall protect any existing water rights necessary to maintain agricultural uses on the land covered by the document, and retain such water rights for ongoing use on the agricultural/wildlife habitat mitigation land.
- e) Interests in agricultural/habitat mitigation land shall be held in trust by an entity acceptable to the City and/or the City in perpetuity. The entity shall not sell, lease, or convey any interest in agricultural/wildlife habitat mitigation land which it shall acquire without the prior written approval of the City.
- f) The applicant shall pay to the City an

	<p>agricultural/wildlife habitat mitigation monitoring fee to cover the costs of administering, monitoring and enforcing the document in an amount determined by the receiving entity, not to exceed 10% of the easement price paid by the applicant, or a different amount approved by the City Council, not to exceed 15% of the easement price paid by the applicant.</p> <p>g) The City shall be named a beneficiary under any document conveying the interest in the agricultural/wildlife habitat mitigation land to an entity acceptable to the City.</p> <p>h) if any qualifying entity owning an interest in agricultural/wildlife habitat mitigation land ceases to exist, the duty to hold, administer, monitor and enforce the interest shall be transferred to another entity acceptable to the City or to the City.</p>		
	<p>Before committing to the preservation of any particular farmland pursuant to this measure, the Project proponent shall obtain the City's approval of the farmland proposed for preservation.</p>		
<p>MM 4.4.2</p>	<p>Prior to the commencement of pile driver operations in proximity to residential areas, an assessment of vibrations induced by pile driving at the site shall be completed. During indicator pile driving, vibrations should be measured at regular intervals to determine the levels of vibration at various distances from pile driving equipment. The indicator piles shall be driven at locations at least 400 feet from any existing residents. After monitoring, methods of reducing the peak ground velocities to less than 0.4 inches/second shall be determined and implemented during production pile driving. Methods to reduce vibrations, if needed, could include cut-off trenches, and the use of smaller hammers. The vibration reduction techniques to be used should be described in a note</p>	<p>Prior to any pile driving activities</p>	<p>City of Elk Grove Development Services</p>

	<p>attached to the construction plans for the project to be reviewed and approved by the appropriate City regulatory agency prior to issuance of building permits. This requirement shall be included as a note in all project construction plans.</p>		
	<p>This mitigation measure shall be implemented by all subsequent projects within the Laguna Ridge Specific Plan. An individual project may be exempt from the following mitigation if it is less than 20 acres in size and will generate less than 400 pounds per day of NO_x, as determined by SMAQMD and the City. All other projects (not meeting the two exemption criteria) will be required to implement the following measures.</p> <p>(a) <u>Category 1: Reducing NO_x emissions from off-road diesel powered equipment.</u></p> <p>The prime contractor shall provide a plan for approval by the City of Elk Grove and SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NO_x reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The prime contractor shall submit to the City of Elk Grove and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs; and.</p>	<p>Prior to and during construction activities.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>

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<p>(b) <u>Category 2: Controlling visible emissions from off-road diesel powered equipment.</u></p> <p>The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the Specific Plan area do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Elk Grove and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a month summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation.</p> <p>In the event construction equipment meeting the requirements set forth above is determined not to be available, the project applicant shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.</p> <p>The project applicant shall implement all measures proposed in the AQ-15 Plan provided in Appendix 4.3 of the Draft EIR for each subsequent project to reduce the emissions from both mobile and stationary sources. Each subsequent development project shall be checked for compliance with the AQ-15 Plan.</p>		<p>City of Elk Grove Development Services and SMAQMD.</p>
<p>MM 4.3.2</p>	<p>During all planning and development phases of the project.</p>	

<p style="text-align: center;">MM 4.8.4a</p>	<p>Within 30 days prior to commencement of construction activities, a pre-construction survey of land within 200 feet of all wetlands, channels, ponds, and other such waterways within the plan area shall be conducted by a qualified biologist retained by the City and funded by the project applicant who is approved by the Service's Sacramento Fish and Wildlife Office. In order to protect snakes, dewatering of areas within the site shall not occur prior to completion of the pre-construction surveys. The biologist will provide the Service with a field report form documenting the monitoring efforts within 24-hours of commencement of construction activities. The monitoring biologist shall be retained by the City and funded by the project applicant to routinely monitor construction activities. If a snake is encountered during construction activities, the monitoring biologist shall contact the City Development Services and will have the authority to stop construction activities until appropriate corrective measures have been completed or it is determined that the snake will not be harmed.</p> <p>Giant garter snakes encountered during construction activities should be allowed to move away from construction activities on their own. Capture and relocation of trapped or injured individuals can only be attempted by personnel or individuals with current Service recovery permits pursuant to Section 10(a) 1(A) of the Act. The biologist shall be required to report any incidental take to the Service immediately by telephone at (916) 979-2725 and by written letter addressed to the Chief, Endangered Species Division, within one working day. The project area shall be re-inspected whenever a lapse in construction activity of two weeks or greater has occurred.</p> <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	<p>30 days prior to grading and commencement of construction activities</p>	<p>USFWS and City of Elk Grove Development Services</p>	
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<p>MM 4.8.4b</p>	<p>If a giant garter snake is identified within the plan area either during pre-construction surveys or during construction, the following shall occur:</p> <ol style="list-style-type: none"> 1. The City of Elk Grove shall be notified; 2. The City shall suspend all construction activities on the site of the sighting and along any water feature within the plan area that is hydrologically connected to the site of the sighting; 3. Protocol surveys shall be conducted by qualified biologists retained by the City and funded by the project applicant who are approved by the Service's Sacramento Fish and Wildlife Office; 4. The project applicant shall consult with the USFWS and CDFG to determine appropriate mitigation for the species and habitat loss, possibly including Section 10 consultation with the USFWS and Section 2081 consultation with the CDFG; and, 5. The project applicant shall provide the City with proof of the consultation and compliance with USFWS and CDFG mitigation requirements before construction activities may resume. <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	<p>Prior to and during construction activities</p>	<p>City of Elk Grove Development Services, CDFG and USFWS</p>	
<p>MM 4.8.4c</p>	<p>No grading or other construction activities shall be conducted from October 1 to April 30, which is the inactive period of the giant garter snake. More danger is posed to snakes during their inactive period, because they are occupying underground burrows or crevices and are more susceptible to direct effects, especially during excavation. A "no grading" period from October 1 to April 30 will apply to portions of the plan area located within 1,000 feet of ditches, canals, ponds, wetlands or other such areas. This mitigation</p>	<p>Prior to project grading and during construction activity</p>	<p>City of Elk Grove Development Services</p>	

	<p>measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes have been found.</p>			
<p>MM 4.8.4d</p>	<p>Dewatering of ponds, ditches, canals and other such areas may begin any time after November 1, but no later than April 1 of the following year, once the absence of the species is determined, or implementation of Mitigation Measure 4.8.4b has been completed. All water must be removed by April 15, or as soon thereafter as weather permits, and the habitat must remain dry without any standing water for 15 consecutive days after April 15 and prior to excavating or filling the dewatered habitat.</p> <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	<p>Prior to and during construction activity</p>	<p>City of Elk Grove Development Services and CDFG</p>	
<p>MM 4.8.4e</p>	<p>Construction personnel shall participate in a Service-approved worker environmental awareness program. Under this program, workers shall be informed about the presence of giant garter snakes and habitat associated with the species and that unlawful take of the animal or destruction of its habitat is a violation of the Act. Prior to construction activities, a qualified biologist approved by the Service shall instruct all construction personnel about: (1) the life history of the giant garter snake; (2) the importance of irrigation canals, marshes/wetlands, and seasonally flooded areas, such as rice fields, to the giant garter snake; and (3) the terms and conditions of the biological opinion. Proof of this instruction shall be submitted to the City and the Sacramento U.S. Fish and Wildlife Office.</p> <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	<p>Prior to project grading and construction</p>	<p>U.S. Fish and Wildlife Service and City of Elk Grove Development Services</p>	

<p>MM 4.8.7b</p>	<p>Prior to any and all subsequent construction activities in the plan area, a Swainson's hawk nest survey shall be conducted. The nest survey shall be conducted during the Swainson's hawk breeding season (March 15-August 31) and within 30 days of the start of construction activities for a 1/2-mile radius of the project site. In addition, a survey of the project site and areas within 500 feet of the project site shall be conducted once in April and once in May. If active Swainson's hawks nests are found, the applicant shall consult with the Department of Fish and Game and a qualified biologist shall be retained by the City and funded by the project applicant and clearing and construction shall be postponed or halted until additional nesting attempts no longer occur. If a nest tree is found on the subsequent project site prior to construction and is proposed for removal, then appropriate permits from CDFG shall be obtained and mitigation implemented pursuant to CDFG guidelines.</p>	<p>Prior to construction activities and throughout project construction</p>	<p>City of Elk Grove Development Services and CDFG</p>	
<p>MM 4.8.8a</p>	<p>If construction is proposed during the raptor-breeding season (February-August), a focused survey for raptors (including burrowing owls), migratory bird nests, and bat roosts shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests onsite. If active nests are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation and approval by the California Department of Fish and Game. Trees containing nests, or burrows that must be removed as a result of project implementation shall be removed during the non-breeding season (late September to March). If no active nests are found during the focused survey, no further mitigation will be required. This mitigation measure does not apply to a Swainson's hawk nest. Because the Swainson's hawk is Federally protected</p>	<p>Prior to construction activities</p>	<p>City of Elk Grove Development Services and CDFG</p>	

	<p>and a State threatened species, the removal of any tree containing an occupied hawk nest could severely affect nesting raptors, fledgling and/or eggs. Therefore, if an occupied Swainson's hawk nest tree is found on the subsequent project site prior to construction and is proposed for removal, then appropriate permits from CDFG shall be obtained pursuant to CDFG guidelines.</p>			
<p>MM 4.8.8b</p>	<p>Within 30 days prior to the onset of construction activities outside of the breeding season (September-January), a qualified biologist shall conduct a burrow survey to determine if burrowing owls are present in the plan area. If burrowing owls are observed on the site, measures shall be implemented to ensure that no owls or active burrows are inadvertently buried during construction. Such measures include: flagging the burrow and avoiding disturbance; securing and preserving suitable habitat offsite; passive relocation and/or active relocation to move owls from the site. All measures shall be determined by a qualified biologist and approved by the CDFG.</p> <p>All burrowing owl surveys shall be conducted according to CDFG protocol. The protocol requires, at a minimum, four field surveys of the entire site and areas within 500 feet of the site by walking transects close enough that the entire site is visible. The survey shall be at least three hours in length, either from one hour before sunrise to two hours after or two hours before sunset to one hour after. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible.</p>	<p>Prior to construction activities.</p>	<p>City of Elk Grove Development Services and CDFG</p>	
<p>MM 4.8.8c</p>	<p>Pursuant to the Migratory Bird Treaty Act and the California Fish and Game Code, if active songbird nests or active owl burrows are found within the survey area, clearing and construction within a minimum of 250 feet for owls and 100 feet for songbirds, or as determined by a qualified biologist to ensure</p>	<p>Thirty days prior to construction activities occurring between September 1 through January 31</p>	<p>City of Elk Grove Development Services and CDFG</p>	

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	<p>disturbance to the nest will be minimized, shall be postponed or halted. Construction will not resume within the buffer until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The perimeter of the protected area shall be indicated by bright orange temporary fencing. No construction activities or personnel shall enter the protected area, except with approval of the biologist.</p>			
<p>MM 4.5.1</p>	<p>Soil sampling shall be conducted within the areas of potential herbicide/pesticide contamination as identified in Figure 4.5-3 of the Draft EIR. The soil samples shall be taken to assess the potential for persistent pesticide or herbicide residuals. If substances are detected at concentrations that could pose a health hazard and/or violate local, State, or Federal health standards, remediation of the affected areas shall be undertaken in accordance with the requirements of the City of Elk Grove and the Sacramento County Environmental Management Department. Development of the site shall not commence until the site is deemed remediated and clear for development by the City in consultation with the Sacramento County Environmental Management Department.</p>	<p>Prior to approval of improvement plans and/or grading plans for areas shown on Figure 4.5-4 of the Draft EIR.</p>	<p>City of Elk Grove Development Services and Sacramento Environmental Management Department.</p>	

<p>MM 4.5.3b</p>	<p>Prior to approval of improvement plans and/or a grading permit, a detailed surface investigation shall be conducted to determine if former burn dumps, chemical dumps or ash are present within each subsequent project site. If any ash or burn sites are identified, surface and subsurface soil sampling shall be conducted to determine if contamination exists. If substances are detected at concentrations that could pose a health hazard and/or violate local, State, or Federal health standards, remediation of the affected areas shall be undertaken in accordance with the requirements of the City of Elk Grove and the Sacramento County Environmental Management Department. Development of the site shall not commence until the site is deemed remediated and clear for development by the City in consultation with the Sacramento County Environmental Management Department.</p>	<p>Prior to approval of improvement plans and/or grading plans.</p>	<p>City of Elk Grove Development Services and Sacramento County Environmental Management Department.</p>
<p>MM 4.6.4.2b</p>	<p>All signalized intersections installed by the project developer shall be equipped with traffic pre-emption devices at the time of installation.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>
<p>MM 4.6.4.2c</p>	<p>Prior to approval of individual subdivision improvement plans, the water supply system plans for the subdivisions shall be reviewed by the City and Sacramento County Water Agency (SCWA) to ensure adequate fire flows for the project as specified by the EGCSD Fire Department.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services & Sacramento County Water Agency (SCWA)</p>
<p>MM 4.6.4.2d</p>	<p>All dead-end streets in excess of 150 feet in the Laguna Ridge Specific Plan area shall have emergency vehicle turn-arounds approved by the Elk Grove Community Services District Fire Department.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>

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<p>MM 4.6.4.2e</p>	<p>Prior to approval of individual subdivision improvement plans, the project applicant shall demonstrate that all required roadways, water mains, fire hydrants, and fire flow necessary to serve the subdivision shall be provided prior to the existence of any combustible construction of storage and that the installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, meets the standards of the EGCDFD and the Sacramento County Water Agency. The roadways shall be constructed to a 20-foot minimum width with an impervious surface to the satisfaction of the Elk Grove CSD and shall have good drainage.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD, Sacramento County Water Agency and City of Elk Grove Development Services</p>
<p>MM 4.7.1</p>	<p>The project applicant shall submit to the City of Elk Grove proof that a Storm Water Pollution Prevention Plan (SWPPP) has been submitted to the California Regional Water Quality Control Board, Central Valley Region. The SWPPP shall be administered throughout all phases of grading and project construction. The SWPPP shall be included with all subsequent project improvement and grading plans and shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. Examples of BMPs that may be implemented during site grading and construction could include inlet filters, filter barriers, silt fences, and sedimentation basins. The SWPPP shall be consistent with the City's NPDES permit (NPDES No. CAS082597).</p>	<p>Prior to the approval of subsequent improvement plans and grading plans and noted on plans</p>	<p>City of Elk Grove Public Works, and RWQCB</p>
<p>MM 4.7.3a</p>	<p>Biofilter swales and vegetated strips shall be placed in the bottom of channel areas and be designed to provide biofiltration of pollutants in project runoff. The project engineer shall consult with the City when designing these areas, and the developer shall submit designs of the areas to the City for review and approval prior to approval of the improvement plans. Water quality control features shall be consistent with the City's NPDES permit (NPDES No. CAS082597).</p>	<p>Prior to approval of improvement plans for each water quality facility</p>	<p>City of Elk Grove Public Works, and CVRWQCB</p>

<p>MM 4.6.4.2f</p>	<p>Within the Specific Plan Area, the following requirements will be met:</p> <ol style="list-style-type: none"> 1. Non-combustible fences shall be provided along all developed areas adjacent to wetlands/creeks/open spaces. 2. Access shall be provided to all wetland corridors at the end of cul-de-sacs via rolled curbs and gates to the satisfaction of the EGCSDFD. Bike lanes adjacent to creeks shall be a minimum of 10 feet wide with a turning radius of not less than 35 feet inside and 45 feet outside. All bike paths shall be paved with 2 inches of AC over 4 inches of AB compacts to 95 percent. 3. Any bridges over creeks or wetland areas shall be capable of supporting 65,000 GVW. 4. At least 10 feet of greenbelt or other defensible space between noncombustible fences and the creek/wetland areas shall be provided. 	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>
<p>MM 4.7.3c</p>	<p>All plan area storm drains shall provide a permanent storm drain message "No Dumping - Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in place, adjacent to the inlet (for parking lots and areas without curbs).</p>	<p>Prior to improvement plan approval for drainage facilities</p>	<p>City of Elk Grove Public Works</p>

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<p>For trees that are planned to be removed and which meet the criteria contained in the City's Tree Preservation Ordinance (as amended) and the City of Elk Grove Draft General Plan Conservation and Air Quality Element, a tree mitigation plan shall be submitted to the City of Elk Grove in accordance with City requirements. Protected trees shall be replaced on a no-net-loss basis.</p> <p>Tree mapping required under mitigation measure MM 4.8.1a will delineate all protected trees planned to be removed. Mitigation areas, if needed, shall be within the plan area limits in landscape corridors and designated open space areas, if feasible. However, if the applicant demonstrates that onsite mitigation is not feasible, offsite mitigation within the city limits will be acceptable. Should the applicant contract with an organization for offsite tree mitigation, the City of Elk Grove shall review and may approve the contract if it meets the no-net-loss requirement and is otherwise deemed appropriate. The mitigation plan shall include the following components:</p> <ol style="list-style-type: none"> 1. Number, location, size, and species of the replacement trees to be planted; 2. Methods of irrigation for planted trees; 3. Planting and maintenance schedule; and 4. Plan for care of planted trees for a three-year establishment period and replacement of any planted trees that do not survive. 	<p>Prior to issuance of grading permit</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.8.1c</p>		

<p>City of Elk Grove Development Services and CDFG</p>	<p>Prior to approval of improvement and construction plans</p>	<p>As a condition of approval of subsequent development (i.e., approval of improvement and construction plans), including offsite improvements, under the Plan, the project applicant shall mitigate the loss of Swainson's hawk foraging and/or nesting habitat by one of the following methods:</p> <ul style="list-style-type: none"> • Preserve 1.0 acre of similar habitat for each acre lost due to project implementation. This land shall be protected through a fee title or conservation easement acceptable to the CDFG and the City of Elk Grove. The applicant shall be responsible for funding the operation and maintenance and/or monitoring of the protected land. • Prepare and implement a Swainson's hawk mitigation plan to the satisfaction of the CDFG that includes the preservation of Swainson's hawk foraging habitat. • Mitigate impacts in compliance with Chapter 16.130 of the City of Elk Grove Code as such may be amended from time to time and to the extent that said chapter remains in effect. This option shall be suspended until Chapter 16.130 is amended to eliminate the mitigation fee option so that it is available only to projects that do not exceed 50 acres in size. <p>Compliance with this mitigation measure may be fulfilled in combination with the implementation of Mitigation Measure MM 4.1.1 if the CDFG determines that farmland preserved under MM 4.1.1 also qualifies as suitable Swainson's hawk foraging habitat.</p>
<p>MM 4.8.7a</p>		

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<p>MM 4.9.1</p>	<p>Prior to issuance of a grading permit for each subsequent project, the project applicant shall submit to the City an erosion control plan, which will utilize best construction practices to limit the erosion effects of the proposed project. Measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Hydro-seeding • Placement of loose straw and/or straw bales within drainage ways and ahead of drop inlets; • The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric); • The placement of straw wattles along slope contours; • Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to washout wherever they feel like); and • The use of siltation fences. 	<p>Prior to the issue of grading permit and during construction</p>	<p>City of Elk Grove Development Services, Public Works.</p>	
<p>MM 4.11.2a</p>	<p>A lighting plan shall be developed and provided with improvement plans for each subsequent non-residential project to ensure that parking lot pole lights and streetlights shall be fully hooded and back shielded to reduce the light "spillage" and glare, prohibit the illumination from breaking the horizontal plane, and ensure that lighting not exceed the standard illumination of two-foot candles along the property lines of adjoining land uses. The two-foot candle lighting standard shall also apply to all park and school facilities where stadium lighting may be installed and used.</p>	<p>Prior to approval of improvement plans for all subsequent public and private projects.</p>	<p>City of Elk Grove Development Services, Elk Grove Community Services District and Elk Grove Unified School District.</p>	

<p>MM 4.3.1a</p>	<p>The project applicant shall require that the contractor water all exposed surfaces, graded areas, storage piles and haul roads at least twice daily during construction. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD</p>	
<p>MM 4.3.1b</p>	<p>The project applicant shall require that the contractor minimize the amount of material actively worked, the amount of disturbed area, and the amount of material stockpiled. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	
<p>MM 4.3.1c</p>	<p>The project applicant shall require that the contractor limit vehicle speed for onsite construction vehicles to 15 mph. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	
<p>MM 4.3.1d</p>	<p>The project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD</p>	
<p>MM 4.3.1e</p>	<p>The project applicant shall require that, when transporting soil or other materials by truck during construction, two feet of freeboard shall be maintained by the contractor, and that the materials be covered. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	
<p>MM 4.3.1g</p>	<p>The project applicant shall require contractors to implement ridesharing programs for construction employees traveling to and from the site. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	

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<p>MM 4.4.1a</p>	<p>Site preparation and construction activities shall be limited to between the hours of 6:00 A.M. to 8:00 P.M., Monday through Friday, and 7:00 A.M. to 8:00 P.M. on Saturday and Sunday (City of Elk Grove Noise Control Ordinance, Section #6.68.090 (e)). Furthermore, construction equipment maintenance shall be limited to the same hours. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1b</p>	<p>All construction equipment shall be equipped with appropriate mufflers in good working condition. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1c</p>	<p>Construction staging areas shall be located as far from noise-sensitive uses as is feasible. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1d</p>	<p>Stationary construction equipment shall be located as far from noise sensitive uses as feasible, and temporary or portable acoustic barriers shall be installed around the equipment/work area when within 100 feet or less of residential properties or other sensitive uses. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1e</p>	<p>Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted on a sign no larger than 4 foot by 8 foot at all construction entrances to allow for surrounding and onsite property owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.6.4.1</p>	<p>As a condition of subsequent development entitlements, uses constructed in the Plan area shall meet the minimum necessary fire flow and other standard fire protection and life safety requirements identified in the Uniform Fire Code, Uniform Building Code, and other applicable state regulations. Construction sites shall ensure adequate on-site water supply and all-weather access for fire-fighting equipment and emergency vehicles before framing can occur. The applicant shall also pay the Fire Protection Development Fee in effect at the time of building permit issuance. These requirements shall be noted on all construction plans.</p>	<p>During construction activities and prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>
<p>MM 4.10.1b</p>	<p>In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil indicative of an archaeological midden that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during on-site or off-site construction, all work within 100 feet of the find shall cease and Development Services shall be notified. An archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards shall be contacted to determine if the resource is significant and to determine appropriate mitigation. Any artifacts uncovered shall be recorded and removed to a location to be determined by the archaeologist. The discovery of human remains shall also be reported to the County Coroner in accordance with Section 7050.5 the California Health and Safety Code, and the Native American Commission for further investigation. If the remains are determined to be Native American, the Native American Commission shall inform the most likely descendent and will determine the appropriate disposition of the remains and grave goods.</p>	<p>During construction activities</p>	<p>City of Elk Grove Development Services</p>

Prior to Issuance of Building Permits

<p>MM 4.6.1.1b</p>	<p>As a condition of subsequent development applications, uses constructed on the property shall incorporate into the building plans water conservation measures including drought tolerant landscaping with low fuel potential, low-flow toilets, urinals, shower heads, lavatory faucets, and sink faucets, as well as insulation to reduce water uses before hot water reaches equipment or fixtures.</p>	<p>Prior to issuance of each building permit</p>	<p>City of Elk Grove Development Services</p>
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Prior To Issuance of Occupancy Permits

<p>MM 4.1.2a</p>	<p>All of the landscape corridors directly adjacent to the project area that are located between existing agricultural operations or agriculturally zoned properties and the project area shall be fully improved and functional prior to the occupancy of any residence that adjoins the subject corridor.</p>	<p>Prior to issuance of occupancy permits</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.11.2.b</p>	<p>Non-glare glass shall be used in all non-residential buildings to minimize and reduce impacts from glare. Office and commercial buildings, which are allowed to use semi-reflective glass, must be oriented so that the reflection of sunlight is minimized. This requirement shall be incorporated into the Specific Plan and reflected in subsequent development applications.</p>	<p>Types of non-glare glass shall be specified on final development plans for subsequent commercial and office projects, and installed prior to building occupancy</p>	<p>City of Elk Grove Development Services</p>

Laguna Ridge Specific Plan
Infrastructure Phasing Checklist

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Project Description	PHASE I & II			PHASE III								PHASE IV							
	1 - Del Webb	2 - R&B North	3 - Non-Participant	4 - Jackson	5 - Elk Grove	6 - HSM	7 - Taylor Properties	8 - Pulte Homes	9 - R&B South	10 - Non-Participant	11 - Centex Homes	12 - Mortgage Homes	13 - Non-Participant	14 - Non-Participant	15 - Non-Participant	16 - Non-Participant	17 - R&B Home	18 - Non-Participant	19 - Non-Participant
Elk Grove Blvd	X	X	X	X	X														
R-2.1 (N) Elk Grove Blvd	X	X	X	X	X														
R-2.1 (S) Elk Grove Blvd (Frontage and Auxiliary Lane Improvements)	X	X	X	X	X														
P-2.1-2 (S) Elk Grove Blvd, Class I Bikeway	X	X	X	X	X														
Brucerville Road	X	X	X	X	X														
R-1.1 Brucerville Road (Elk Grove Blvd to Whitelock Parkway)																			
R-1.2 Brucerville Road (Whitelock Parkway to Poppy Ridge)																			
R-1.3 Brucerville Road (Poppy Ridge to Street "A")																			
R-1.4 Brucerville Road (Street "A" to Street "E")																			
R-1.5 Brucerville Road (Street "E" to Bilby Rd)																			
Big Horn Blvd	X	X	X	X	X														
R-3.1 Big Horn Blvd (Elk Grove Blvd to Civic Center Drive)																			
R-3.2 Big Horn Blvd (Civic Center Drive to Street "B")																			
R-3.3 Big Horn Blvd (Street "B" to Laguna Ridge Road)																			
P-3.4 Big Horn Blvd (Laguna Ridge Rd to Whitelock Parkway)																			
R-3.5 (Whitelock Road to Old Poppy Ridge Road)																			
R-3.6 (Old Poppy Ridge Road to Street "D")																			
R-3.7 (Street "D" to Bilby Road)																			
P-3.8 (Street "F" to Bilby Road)																			
Whiteblock Parkway	X	X	X	X	X														
R-4.1 Whiteblock Parkway (Brucerville to Paseo)																			
R-4.2 Whiteblock Parkway (Paseo to Big Horn Blvd) (Including landscaping)																			
R-4.3 Whiteblock Parkway (Big Horn Blvd to Street "G1")																			
R-4.4 Whiteblock Parkway (Street "G1" to Street "G2")																			
P-4.5 Whiteblock Parkway (Street "G2" to Laguna Ridge Road)																			
Laguna Springs Drive	X	X	X	X	X														
R-5.1 Laguna Springs (Elk Grove Blvd to Civic Center Dr)																			
P-5.2 Laguna Springs (Civic Center Dr to Laguna Ridge Rd)																			
Laguna Ridge Road	X	X	X	X	X														
R-6.1 Laguna Ridge Road (Blighorn Blvd to Laguna Springs Dr)																			
R-6.2 (Laguna Springs Road to Street "H")																			
P-6.3 (Street "H" to Whiteblock Parkway)																			
Old Poppy Ridge Road	X	X	X	X	X														
R-7.1 Old Poppy Ridge Road																			
Bilby Road	X	X	X	X	X														
R-7.1 (Brucerville Road to Street "C")																			
R-7.2 (Street "C" to Local Street)																			
R-7.3 (Local Street to Big Horn Blvd)																			

* The City may allow alternatives to the Phasing Checklist for RD-15, RD-20, and non-residential land users if it determines that adequate infrastructure and circulation are provided. While the Identified Infrastructure projects within a given phase may be required for these uses, each RD-15, RD-20, or non-residential development project will be evaluated on a case by case basis.

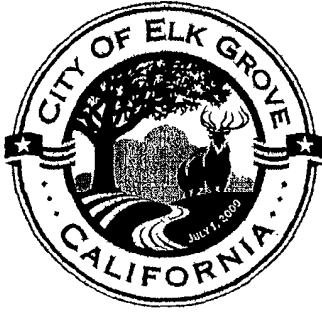
Laguna Rd, - Specific Plan
Infrastructure Phasing Checklist

Item	PHASE I & II								PHASE III								PHASE IV												
	1 - Del Webb	2 - R&B North *	3 - Non-Participant	4 - Jackson *	5 - Elk Grove HS/MS	9 - Taylor Properties *	10 - Pulte Homes *	14 - R&B South *	20 - Non-Participant *	21 - Centex Homes	22 - Meritage Homes	23 - Non-Participants *	24 - Non-Participants	25 - Non-Participants *	26 - Treasure Homes	27 - Non-Participants	28 - Ryland Homes	6 - Elk Grove Auto Mall Ph III *	7 - R&B East	8 - Zehnder *	12 - Bayless *	13 - Sun Grove Church	14 - Pappas	15 - Non-Participant	16 - Non-Participant *	17 - R&B/Hume	18 - Non-Participant	19 - Non-Participant	
Drain	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-11 Channel Excavation and Landscaping (Bruseville to Paseo)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-12 Channel Excavation and Landscaping (Paseo to Big Horn Blvd)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-13 72" Trunk Drain & Manholes (Big Horn Blvd to WTF)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-14 72" Trunk Drain & Manholes (WTF to Street "S1")	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-15 48" Trunk Drain & Manholes (WTF to Street "S2")	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-16 Pedestrian Crossing (Street "S2" to Laguna Ridge)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-17 60" Trunk Drain, Manholes & Outfall Structure	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-18 72" Trunk Drain, Manholes & Outfall Structure	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-19 66" & 72" Trunk Drain & Manholes (Big Horn to Laguna Springs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-20 60" Trunk Drain & Manholes (Big Horn to Local Street)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-21 48" Trunk Drain & Manholes (Local Street to Laguna Springs)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-22 48" Trunk Drain & Manholes (Civic Center to Elk Grove Blvd)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-23 30" x 36" x 42" x 48" Trunk Drain & Manholes	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-24 Miscellaneous North Paseo Pedestrian Crossings and Two Road Crossings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-25 North Paseo Drain	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-26 24" & 36" Trunk Drain, Manholes & Outfall Structure	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-27 12" Water Quality/Retention Basin	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-28 Basin Overflow Channel	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-29 12" Interceptor Drain	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-30 15" Trunk Drain East Section 1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-31 15" Trunk Drain East Section 2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-32 16" Trunk Drain Central	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-33 17" Trunk Drain West	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D-34 2.96' Trunk Drain & Manholes (Laguna Springs to Street "H")	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Reclaimed Water	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-1 1" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-2 1.2" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-3 1.5" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-4 1.8" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-5 2.1" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-6 2.4" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-7 2.7" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-8 3.0" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-9 3.3" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-10 3.6" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-11 3.9" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-12 4.2" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-13 4.5" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-14 4.8" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-15 5.1" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-16 5.4" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-17 5.7" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-18 6.0" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-19 6.3" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-20 6.6" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-21 6.9" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-22 7.2" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-23 7.5" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-24 7.8" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-25 8.1" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-26 8.4" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-27 8.7" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-28 9.0" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-29 9.3" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R-30 9.6" Reclaimed Water Main	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

* The City may allow alternatives to the Phasing Checklist for RD-15, RD-20, and non-residential land users if it determines that adequate infrastructure and circulation are provided. While the identified infrastructure projects within a given phase may be required for these users, each RD-15, RD-20, or non-residential development project will be evaluated on a case by case basis.

Attachment B

July 21st Planning Commission Staff Report



Planning Commission Staff Report

July 21, 2005

Project: Allen Ranch
File: EG-03-493
Request: Tentative Subdivision Map & Design Review
Location: Phase II of the Laguna Ridge Specific Plan encompassing 80 acres east of The Grove subdivision, south of Elk Grove Blvd. and north of future Lotz Parkway.
APN: 132-0280-001 & 002
Planner: Darcy Goulart

Property Owner/Applicant

Jackson Properties
John Jackson
5665 Power Inn Road
Sacramento, CA 95824

Engineer

Wood Rodgers, Inc
Tim Denham/Matt Spokely
3301 C Street, Bldg. 100-B
Sacramento, CA 95816

Staff Recommendation

The Planning Commission approve the Tentative Subdivision Map and Design Review for Allen Ranch EG-03-493 subject to the findings and conditions of approval contained in the July 21, 2005 staff report.

Project Description

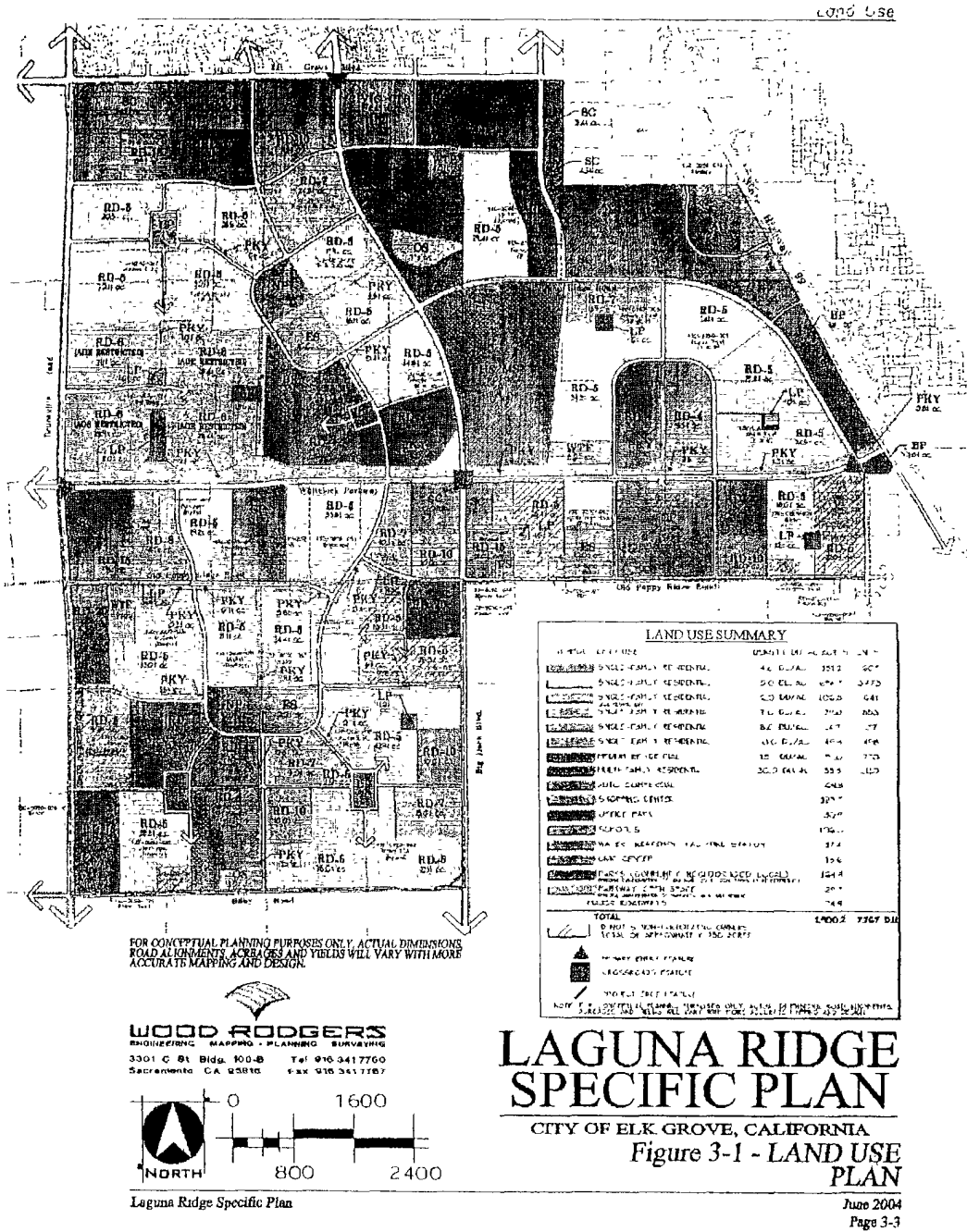
The Applicant is requesting a Tentative Subdivision Map to create 160 residential lots, 18 commercial/office lots and supporting landscape lots and a Design Review for subdivision layout in compliance with the Laguna Ridge Specific Plan.

Background

The Laguna Ridge Specific Plan (LRSP), approved by the City Council in June 2004 encompasses approximately 1,900 acres and is located in the southwestern portion of the City of Elk Grove. The LRSP lies west of Highway 99, south of Elk Grove Blvd., east of Bruceville Rd. and the East Franklin Specific Plan area, and north of Bilby Rd. Future land uses within the LRSP include single and multifamily residential, commercial, office and a civic center set amongst connective paseos, pedestrian corridors and world class parks. The LRSP is divided into IV phases of development. With the exception of Phase I, "combination Middle school/High School," phases will be planned with a village concept, consisting of a school and park as the main focal element, surrounded by a number of neighborhoods. Each phase will be served by adequate infrastructure before a single residence is constructed.

The site has historically been utilized for agricultural purposes and is currently occupied by several rural residences. The presence of sensitive species and wetland resources in the plan area is limited due to previous agricultural disturbance. A number of oak trees, located along fence lines and property boundaries, will be retained and/or relocated as part of the development and evaluated on a project specific basis.

Figure 1 - Laguna Ridge Specific Plan



LAND USE SUMMARY

LAND USE CODE	ACRES	PERCENT	TOTAL
RD-1 SINGLE-FAMILY RESIDENTIAL	46,000	35.12	307
RD-2 SINGLE-FAMILY RESIDENTIAL	50,000	37.7	3473
RD-3 SINGLE-FAMILY RESIDENTIAL	100,000	75.4	641
RD-4 SINGLE-FAMILY RESIDENTIAL	100,000	75.4	853
RD-5 SINGLE-FAMILY RESIDENTIAL	100,000	75.4	27
RD-6 SINGLE-FAMILY RESIDENTIAL	100,000	75.4	456
RD-7 SINGLE-FAMILY RESIDENTIAL	100,000	75.4	373
RD-8 GREEN-FAMILY RESIDENTIAL	100,000	75.4	110
RD-9 COMMERCIAL	100,000	75.4	428
RD-10 COMMERCIAL	100,000	75.4	327
RD-11 OFFICE PARK	100,000	75.4	307
RD-12 SCHOOLS	100,000	75.4	176
RD-13 NEIGHBORHOOD COMMUNITY CENTER	100,000	75.4	374
RD-14 PARK	100,000	75.4	156
RD-15 OPEN SPACE & RECREATION	100,000	75.4	1548
RD-16 PARKWAY WITH STRIP	100,000	75.4	207
RD-17 PARKWAY WITH STRIP	100,000	75.4	748
TOTAL	1,000,000	75.4	7367

NOTE: 1. ALL LAND USES ARE SUBJECT TO THE CITY OF ELK GROVE ZONING ORDINANCE.
 2. ALL LAND USES ARE SUBJECT TO THE CITY OF ELK GROVE SUBDIVISION MAP ACT.

Analysis

Tentative Subdivision Map & Subdivision Design Review

The LRSP identifies several different land uses within the Allen Ranch project site. Zoning for the site includes RD-5, SC, and BP. The proposed tentative subdivision map is consistent with the Elk Grove General Plan, the Laguna Ridge Specific Plan, and all applicable zoning code requirements and subdivision regulations. Approval of the tentative subdivision map will create the following lots:

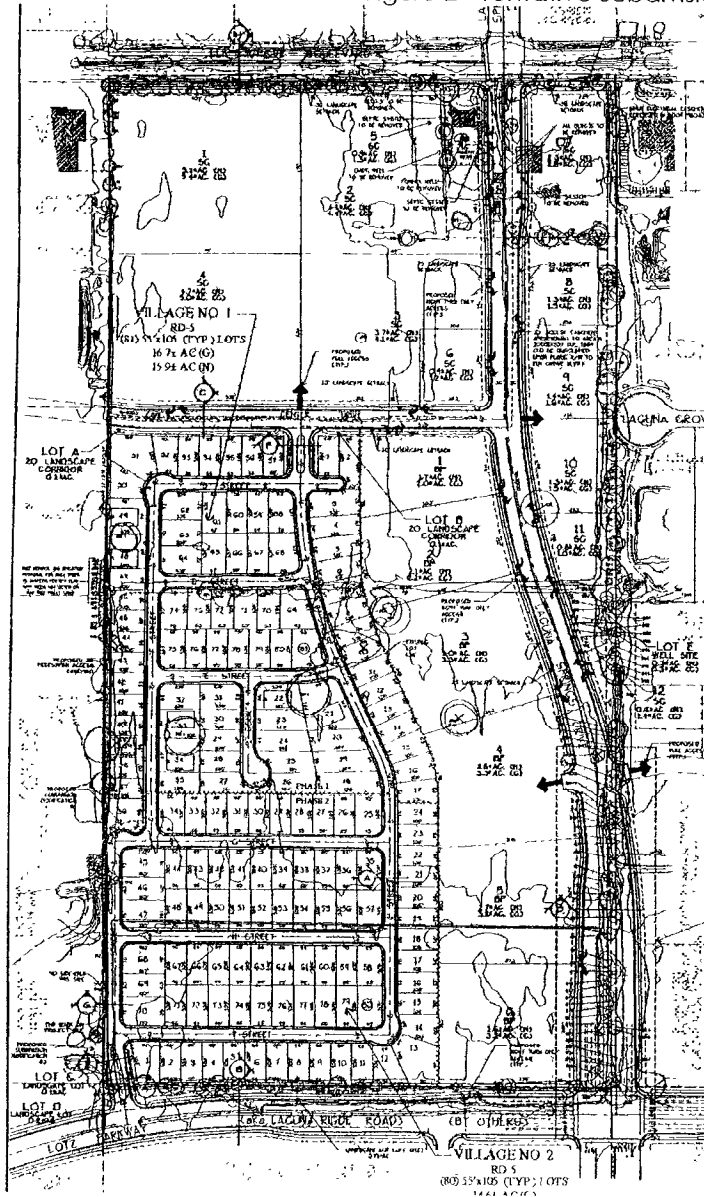
- 160 Single Family Residential Lots
- 12 Shopping Center Lots
- 6 Business Professional Lots
- 4 Landscape Lots
- 1 Well Site

The project site encompasses approximately 80 acres of Phase II of the LRSP area. Proposed development within the boundaries of the tentative map will consist mostly of single family residential uses, however, the map also includes large lots to accommodate commercial and office developments. Development of the SC and BP parcel will be reviewed and approved through subsequent separate applications.

The single family residential portion of the project is divided into two phases that have been designed cohesively so that unpleasing, visible separation of neighborhoods does not occur, in accordance with the subdivision design standards of the LRSP. To the west of the single family residential portion of the development is a proposed Water Treatment Facility and the community park. Although Allen Ranch does not include any parks, paseos or open space lots, residents will have pedestrian access to the community park to the west, which would give them accessibility to the numerous open space features within the LRSP.

Vehicular access to the residential portion of the site is provided through locations along major arterial roadways, including the future Civic Center Drive and Lotz Parkway. Internal streets have been planned to achieve efficient access throughout the neighborhood. The entries into the residential portion of the project (from Civic Center Drive and Lotz Parkway) will include an 18' landscape median, a 6' parkway, 4' sidewalk and another 10' landscape corridor. The internal residential streets are designed to allow a vehicle to travel from one end of the neighborhood to the other without having to exit the residential portion of project.

Figure 2 - Tentative Subdivision Map



Environmental Analysis

The Laguna Ridge Specific Plan was approved and an Environmental Impact Report adopted by the City council on June 16, 2004. The EIR adequately addressed environmental issues related to the development of the subject property. The Allen Ranch project is being undertaken pursuant to and in conformity with the approved Specific Plan. No special circumstances exist and no changes in the Laguna Ridge Specific Plan project have occurred that would necessitate the preparation of subsequent environmental review. No additional environmental impacts have been identified for the Allen Ranch project other than those

previously disclosed and analyzed in the Laguna Ridge Specific Plan EIR. The Allen Ranch project is subject to the Laguna Ridge Mitigation Monitoring and Reporting Program. Consequently, pursuant to CEQA Guidelines Section 15182, no further environmental review is required for this project.

Summary

Planning staff reviewed the applicant's request for a Tentative Subdivision Map. The project has been analyzed according to the policies and goals of the Elk Grove General Plan and Laguna Ridge Specific Plan. The project design as well as the attached conditions of approval, ensures that the project will be compatible with the surrounding land uses. Staff recommends approval of the Allen Ranch project, subject to the attached conditions of approval.

Recommended Motions

1. *"I move that the Planning Commission approve the Tentative Subdivision Map for the Allen Ranch project (EG-03-493), subject to the findings and attached conditions of approval contained in the July 21, 2005 staff report".*

Findings

CEQA

Finding: The proposal will not have a significant adverse impact on the environment.

Evidence: The Laguna Ridge Specific Plan was approved and an Environmental Impact Report adopted by the City council on June 16, 2004. The EIR adequately addressed environmental issues related to the development of the subject property. The Allen Ranch project is being undertaken pursuant to and in conformity with the approved Specific Plan. No special circumstances exist and no changes in the Laguna Ridge Specific Plan project have occurred that would necessitate the preparation of subsequent environmental review. No additional environmental impacts have been identified for the Allen Ranch project other than those previously disclosed and analyzed in the Laguna Ridge Specific Plan EIR. The Allen Ranch project is subject to the Laguna Ridge Mitigation Monitoring and Reporting Program. Consequently, pursuant to CEQA Guidelines Section 15182, no further environmental review is required for this project.

General Plan

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

Evidence: The General Plan identifies the site as Low Density Residential and Open Space. The project is consistent with the goals and policies of the General Plan for residential development with the City of Elk Grove.

Tentative Subdivision Map

Finding: Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map if it makes any of the following findings:

- a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.

- b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- c. That the site is not physically suitable for the type of development.
- d. That the site is not physically suitable for the proposed density of development.
- e. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
- g. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings #a. through #g. do not apply to the proposed Tentative Subdivision Map.

- a. The proposed map is consistent with the density limits as specified in the Elk Grove General Plan and the Laguna Ridge Specific Plan.
- b. The design or improvements of the proposed subdivision are consistent with the Elk Grove General Plan and the Laguna Ridge Specific Plan.
- c. The site is physically suitable for the development. The applicant is proposing a 184 lot subdivision on 80 acres. This proposal is consistent with the Land Use Map in the in the Laguna Ridge Specific Plan.
- d. The site is physically suitable for the proposed density of development. The applicant is proposing 160 single family lots, 18 commercial/office lot and supporting landscape lots on 804 acres, which conforms to the allowable densities specified in the Laguna Ridge Specific Plan.
- e. The Environmental Impact Report prepared for the Laguna Ridge Specific Plan determined that potential environmental impacts from the development or the proposed improvements will be less than significant levels with implementation of the proposed project design and conditions of approval.
- f. There are no known design issues with the project that would cause any serious public health problems.
- g. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified.

Attachments: A. Resolution (Conditions of Approval)
B. Comment Letters

**Attachment A
Resolution**

RESOLUTION NO. 2005-

July 21, 2005

**A RESOLUTION OF THE CITY OF ELK GROVE PLANNING COMMISSION
APPROVES A TENTATIVE SUBDIVISION MAP AND DESIGN REVIEW FOR
ALLEN RANCH AT LAGUNA RIDGE
PROJECT NO. EG-03-493**

WHEREAS, Development Services – Planning of the City of Elk Grove received an application on September 03, 2003, from Jackson Properties, requesting approval of a Tentative Subdivision Map and Design Review for Allen Ranch at Laguna Ridge; and

WHEREAS, the proposed project is located on real property in the incorporated portions of the City of Elk Grove, located east of The Grove subdivision, south of Elk Grove Blvd. and north of Lotz Parkway and more particularly described as APN 132-0280-001 & 002; and

WHEREAS, Planning has considered the project request pursuant to the Elk Grove Zoning Code, and all other applicable state and local regulations; and

WHEREAS, the Planning Commission held a duly noticed public hearing on July 21, 2005 as required by law to consider all of the information presented by staff, information presented by the project proponent, and public testimony presented in writing and at the meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Elk Grove approves of the Tentative Subdivision Map and Design Review based on the following findings:

CEQA

Finding: The proposal will not have a significant adverse impact on the environment.

Evidence: The Laguna Ridge Specific Plan was approved and an Environmental Impact Report adopted by the City council on June 16, 2004. The EIR adequately addressed environmental issues related to the development of the subject property. The Allen Ranch project is being undertaken pursuant to and in conformity with the approved Specific Plan. No special circumstances exist and no changes in the Laguna Ridge Specific Plan project have occurred that would necessitate the preparation of subsequent environmental review. No additional environmental impacts have been identified for the Allen Ranch project other than those previously disclosed and analyzed in the Laguna Ridge Specific Plan EIR. The Allen Ranch project is subject to the Laguna Ridge Mitigation Monitoring and Reporting Program. Consequently, pursuant to CEQA Guidelines Section 15182, no further environmental review is required for this project.

General Plan

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

Evidence: The General Plan identifies the site as Low Density Residential and Open Space. The project is consistent with the goals and policies of the General Plan for residential development with the City of Elk Grove.

Tentative Subdivision Map

Finding: Section 66474 of the California Subdivision Map Act requires a City to deny approval of a tentative map if it makes any of the following findings:

- a. That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
- b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- c. That the site is not physically suitable for the type of development.
- d. That the site is not physically suitable for the proposed density of development.
- e. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
- g. That the design of the subdivision or type of improvements will conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: The above Findings #a. through #g. do not apply to the proposed Tentative Subdivision Map.

- a. The proposed map is consistent with the density limits as specified in the Elk Grove General Plan and the Laguna Ridge Specific Plan.
- b. The design or improvements of the proposed subdivision are consistent with the Elk Grove General Plan and the Laguna Ridge Specific Plan.
- c. The site is physically suitable for the development. The applicant is proposing a 184lot subdivision on 80 acres. This proposal is consistent with the Land Use Map in the in the Laguna Ridge Specific Plan.
- d. The site is physically suitable for the proposed density of development. The applicant is proposing 160 single family lots and 18 commercial/office lots on 80 acres, which conforms to the allowable densities specified in the Laguna Ridge Specific Plan.
- e. The Environmental Impact Report prepared for the Laguna Ridge Specific Plan determined that potential environmental impacts from the development or the proposed improvements will be less than significant levels with implementation of the proposed project design and conditions of approval.

- f. There are no known design issues with the project that would cause any serious public health problems.
- g. No conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision, have been identified.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission of the City of Elk Grove approves the Tentative Subdivision Map and Design Review for Allen Ranch, subject to the attached conditions of approval.

The foregoing Resolution of the City of Elk Grove was passed and adopted by the Planning Commission on the 21st day of July 2005, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

CAREY PASZKIEWICZ,
PLANNING SECRETARY

PATRICK HUME,
CHAIR of the PLANNING
COMMISSION

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
<p>A. On-Going</p>			
<p>1. The development approved by this action is for a Tentative Subdivision Map to create 184 lots (161 single family lots, 4 landscape lots, 18 commercial/office lots and 1 well site), as illustrated by the Tentative Subdivision Map and Design Review. Deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.</p>	On-Going	Planning	
<p>2. This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.</p>	On-Going	Planning	
<p>3. The applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. The applicant agrees to defend and/or indemnify the City in any action challenging the validity of this permit or any environmental or other documentation related to the approval of this permit.</p>	On-Going	Planning	
<p>4. The Tentative Subdivision Map approval is valid for three years from the date of Planning Commission approval, unless an extension of time is subsequently approved.</p>	Three years, commencing with the date of Planning Commission approval.	Planning	
<p>5. The applicant is notified that this property is part of the Laguna Ridge Specific Plan (LRSP) project (EG-00-062). This project is subject to all applicable mitigation measures and conditions of approval from the LRSP project, as detailed in the recorded Mitigation Monitoring and Reporting Program for the parcels included in this development. The Laguna Ridge MMRP is included as Attachment 1 of this document.</p>	On-Going	Planning	
<p>6. If there are any discrepancies between the approved tentative map and</p>	On-Going	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	the conditions of approval, the conditions of approval shall supersede the approved tentative map.			
7.	The applicant shall pay all applicable City of Elk Grove administered development impact fees prior to building permit issuance.	On-Going	Finance	
8.	The applicant shall pay all appropriate development fees charged by the City and other Special Districts providing services to the site.	On-Going	Public Works	
9	Building permits for model homes may be issued prior to the completion of the requisite infrastructure per existing model home permit release checklist.	On-Going	Planning	
10.	Tree preservation, removal, relocation, and monitoring shall occur in accordance with the approved tree preservation plan. No land disturbance including grading and other construction activities shall occur prior to said approval. No tree removal or relocation shall occur prior to approval of the plan.	On-Going	Planning, Public Works	
11.	Landscape corridors for single family residential frontages shall be dedicated in Final Map. Landscaping along arterials and drainage channels required for Phase I and II shall be constructed in accordance with the Laguna Ridge design guidelines prior to issuance of the first building permit for production homes or at an alternative time as approved by the City Manager.	On-Going	Public Works	
12	Streets shall be closed to the public until Department of Public Works, Division of Traffic Engineering and the project engineer determine the appropriate traffic control devices to be installed and the devices are installed to the satisfaction of Public Works. Road closure devices shall be in place immediately and maintained in-place at all times upon completion of paving. Road closure devices may be altered to allow public traffic onsite if approved by Public Works. In such case, applicant shall design a traffic plan with applicable road closure and traffic control devices to safely keep public and construction traffic separated, and must have the plan approved by Public Works prior to the allowance of public traffic onsite. The type of road closure devices and traffic control devices shall be determined and approved by Public Works.	On-Going	Public Works	
13.	All driveways shall require an encroachment permit. At that time the	Encroachment	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	curb, gutter, sidewalk and all public improvements shall be evaluated to determine if those improvements need to be repaired/reconstructed.	Permit		
14	Street (trench) cuts into existing streets require a separate encroachment permit and the payment of street cut fees. Where multiple street cuts into the same street occur, a single, final surface (pavement) trench repair over all the trench cuts is required. Pavement grinding is required for the full length and width of the trenches.	On-Going	Public Works	
15.	Include the following dedications with respect to Lot 12SC: We hereby dedicate to the City of Elk Grove the right to restrict the erection of buildings or other structures on and over Lot 12SC. As a dedication to public use, while all of Laguna Springs Blvd. within this subdivision remains a public street, we hereby grant to the City of Elk Grove, the right to restrict direct vehicular ingress and egress to the said street.	On Going	Public Works	
16	The project applicant shall implement BMPs to ensure that long-term water quality is protected. The BMPs shall be designed, constructed and maintained to meet a performance standard established by the City. Project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include (but not be limited to) initial setup, yearly maintenance, and yearly monitoring. During project operation, the project shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs that are relevant to the project and shall be implemented might include but not necessary limited to: a) Public Education/Participation activities. Information shall be provided to new project residents and tenants regarding pollution prevention;	On-Going	Public Works	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
<p>b) Materials Management activities. The project shall implement the following measures within any common landscaping or other facilities on-site.</p> <p>c) Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using safer alternative products;</p> <p>d) Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and</p> <p>e) Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. The project shall notify project residents of household hazardous waste and used oil recycling at collection centers and round-up activities conducted by the City.</p> <p>f) Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;</p> <p>g) Illegal Dumping controls. The Covenants, Conditions, and Restrictions (C, C, & R's) for the project shall include a prohibition on the dumping of waste products (solid waste/liquid waste and yard trash) into storm drain</p>			

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<p>systems, open space areas, and creeks;</p> <p>h) Storm water pollution source controls shall be conditioned to provide a permanent storm drain message "No Dumping - Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in, place adjacent to the inlet (for parking lots and areas without curbs).</p> <p>) Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavements through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. (The City of Elk Grove would be responsible for regular storm drain maintenance within the public right of way; grease traps and other storm water quality control devices on private property shall be maintained by the project.)</p>			
<p>17. The applicant shall not provide for any condition allowing for a public nuisance to occur during the construction phase, or during the operational phase of the project – to include any lighter-than-air advertising devices.</p>	<p>During Construction</p>	<p>Community Enhancement</p>	
<p>SINGLE FAMILY RESIDENTIAL</p>			
<p>B. Prior to Issuance of Grading Permit / Approval of Improvement Plans</p>			
<p>18. The applicant shall record the Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program for all parcels included in this project, 132-0280-001 & 002. Prior to the issuance of any grading permits, comply with, record, and pay fees for the Mitigation Monitoring and Reporting Program (MMRP) associated with the project. Until the MMRP has been recorded and the estimated MMRP fee of \$10,000 has been paid, no grading, building, sewer connection, water connection, or occupancy permit from the City will be approved.</p>	<p>Prior to Issuance of a Grading Permit / Improvement Plans</p>	<p>Planning</p>	
<p>19. If the project is to be phased, submit a phasing plan for Public Works review and approval, prior to the 1st improvement plan submittal. All</p>	<p>Prior to 1st Improvement</p>	<p>Public Works</p>	

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	phased streets will be constructed full width and fully improved, including all street lighting, sidewalks and (where required per design guidelines) landscaping. Subdivision (small map) improvements will be required to provide connections and other improvements through other subdivisions. The phasing plan shall also include building release sequencing and show the separation of public (home purchaser) traffic from building construction traffic.	Plans Submittal of the first Final Map(Village)		
20.	Improvements that are required to support proposed development within the project area shall occur in concurrence with the Infrastructure Phasing Plan for Laguna Ridge, included as Attachment 2 and reflected within these conditions.	Prior to Approval of Improvement Plans or Issuance of Building Permit, as applicable	Public Works, Planning	
21.	All existing overhead utilities and all new utilities shall be placed underground as a part of the improvements for this project. This does not apply to 69 kv pole and transmission lines.	Prior to Approval of the Improvement Plans	Public Works	
22	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Prior to the Approval of Improvement Plans	Public Works	
23.	The applicant shall prepare and submit a comprehensive drainage study that illustrates a detailed hydrologic and hydraulic analysis of the on-site drainage that will integrate and demonstrate consistency with the overall master drainage study	Prior to Approval of the Improvement Plans	Public Works	
24.	The applicant shall submit for the City's review the language and provisions of any required conservation easement(s) as specified by other entities, if any, including providing maintenance access in accordance with the Improvement Standards.	Prior to Issuance of Grading Permits	Public Works	
25.	The applicant shall comply with all NPDES Permit and City's Stormwater Ordinance requirement before, during, and after construction as required by the Permit and the Ordinance and in accordance with the latest	Grading Permit and/or deemed	Public Works	

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	<p>version of the Guidance Manual of On-site Stormwater Quality Control Measure. That includes but not limited to the use of appropriate Best Management Practices (BMPs) measures.</p>	<p>needed by Public Works</p>		
26.	<p>In order to mitigate erosion and sediment control problems on the project site, the project shall comply with the City's Land Grading and Erosion Control Ordinance. If the project size is more than one acre, a Notice of Intent (NOI) must be filed prior to construction to obtain coverage under the State's General Construction Activity Storm Water Permit. As a condition of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) must be developed for the project. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. The Central Valley Regional Water Quality Control Board enforces compliance with the General Permit in the Sacramento area.</p>	<p>Prior to issuance of Grading Permits</p>	<p>Public Works and Central Valley Regional Water Quality Control Board</p>	
27.	<p>Prior to the issuance of grading permits, the project applicant shall prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall address spill prevention and include counter measure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. These measures shall be consistent with the City's Improvement Standards and Land Grading and Erosion Control Ordinance and may include but not necessary limited to: (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project site; (5) use of temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. The SWPPP shall be submitted to the Central Valley Regional Water Quality Control</p>	<p>Prior to Issuance Of Grading Permits</p>	<p>City Public Works, and Central Valley Regional Water Quality Control Board</p>	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Board and to the City for review. A copy of the SWPPP must be kept accessible on the project site at all times.			
28.	The applicant shall obtain applicable State Fish and Game, U.S. Army Corps of Engineers, and State Water Board permits prior to issuance of grading permits if required.	Prior to the Issuance of any permits for grading, building or any other site improvements.	Public Works	
29.	The City of Elk Grove is a participant in the National Flood Insurance Program. All development within the City must comply with the regulations of the Federal Emergency Management Agency (FEMA) and the City of Elk Grove and Sacramento County Flood Plain Management Ordinance. Amendments and/or revisions of FEMA flood maps will be required for all development located in the federal or local flood zone. All amendments and/or revisions must be final and submitted to the City prior to issuance of the first building permit. The elevation of all building pads must be certified by a registered Civil Engineer or licensed Land Surveyor and submitted to the City prior to issuance of a building permit and the lowest finished floor elevation must be a minimum of 1 (one) – foot above the 100-year frequency water level.	Prior to the Issuance of any permits for grading, building or any other site improvements.	Public Works	
30.	All drainage systems shall be designed and constructed to accommodate runoff from the ultimate development according to the City's storm water Design Standards, and City's Flood Plain Management Ordinance.	Prior to Approval of Improvement Plans/Final Map	Public Works	
31.	All applicable SWPPP improvements and erosion and sediment control devices shall be in place prior to moving equipment, material and personnel on-site for grading activities.	Prior to Issuance of Grading Permit	Public Works	
32.	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Prior to Approval of Improvement Plans	Public Works	
33.	All driveways must be designed and constructed to the satisfaction of	Prior to	Public Works	

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	Public Works and to the appropriate section of 4-10 Driveways in the City of Elk Grove Improvement Standards.	Approval of Improvement Plans		
34.	The internal circulation and access for all shopping center and business professional lots shall be subject to the review and approval by Public Works.	Prior to Approval of Improvement Plans	Public Works	
35.	Provide calculation and layout showing drainage areas and the pipe capacity in conformance with the 1996 Hydrology Standards Volume II and City of Elk Grove Improvement Standards. Show the manner in which overland flows are to be conveyed for a point of discharge.	Prior to Approval of Improvement Plans	Public Works	
36	Vertical curbs shall be designed and installed adjacent to all planter strips	Prior to Approval of Improvement Plans	Public Works	
37.	Modify the eastern end of 'B' Street to terminate at the extension of the westerly border of Lot 2. Lot 2 shall extend south to Lot 3	Prior to Approval of Improvement Plans	Public Works	
38	F Street, from G Street to D Street, shall be aligned with J Street to provide additional on-street parking for the park site to the west to the satisfaction of Public Works.	Prior to Approval of Improvement Plans	Public Works	
39	Sidewalks shall be provided on both sides of J Street and the realigned F Street Adjacent to the park sidewalks shall be 8' wide.	Prior to Approval of Improvement Plans	Public Works	
40	The location of driveway access point(s) must be to the satisfaction of Public Works and no closer than 250-feet from any intersection (measured from the return). Permitted driveways shall be allowed in the following areas	Prior to Approval of Improvement Plan	Public Works	

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	<ul style="list-style-type: none"> • Three driveway accesses may be provided on Laguna Springs Drive on the following segments <ul style="list-style-type: none"> o on the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center Drive o on the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway o on the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd • Two driveway accesses may be provided on Elk Grove Blvd. No trees will be removed to provide for said access. • One driveway access may be provided on Lotz Parkway. • Additional access points may be proposed during the design review process for each lot. 			
41.	Access for all shopping center and business professional lots shall be restricted to right-in/right out. Additional access, left-in and left-out shall be evaluated at improvements plan.	Improvement Plan	Public Works	
42.	The driveway for single family lot 1 shall be at the eastern end of 'B' Street	Improvement Plan	Public Works	
43.	Install to the satisfaction of Public Work, three sets of speed cushions on G Street and J/F Street, for a total of six sets of speed cushions. Speed cushion locations shall be approved by Public Works and shall be located to avoid driveway conflicts. If approved by Public Works other traffic calming, such as bulb outs may be substituted for speed cushion.	Improvement Plan	Public Works	
44	The applicant shall design site to minimize or eliminate nuisance flows across public sidewalks and walkways in accordance with adopted City standards. Where through-curb drains are required by City standards, the applicant shall design residential lot drainage to be tied into the curb drains for all units.	Improvement Plans	Public Works, Community Enhancement	
45.	Additional off-site improvement within City right-of-way may be required within the Laguna Ridge Specific Plan Area and shall be determined at Improvement Plan stage of the project.	Improvement Plans	Public Works	
46.	Where feasible, biofilter swales and vegetated strips are preferred and shall be utilized in providing biofiltration of pollutants in project runoff prior	Prior to approval of	Public Works, Planning	

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	to entering receiving water body. The project engineer shall consult with the City when designing storm water conveyance facilities, and shall submit designs of these facilities to City for review and approval prior to approval of the grading plans and improvement plans.	Improvement Plans		
47.	The landscape corridor, parks, and any project requiring landscaping shall incorporate the City's Water Conserving Landscape Requirements. Plans shall be submitted to the Planning Department and the Public Works Department for review and approval.	Prior to Approval of Improvement Plans	Public Works, Planning	
48.	All the notes indicated below shall be included verbatim as Construction Notes on all Preliminary or Final Grading Plans, Overland Flow Exhibits, Improvement Plans, and Building/Development Plans, which are submitted to the Department of Public Works and/or Planning Department for each project, as well as all revisions to Plans that are subsequently submitted. For any contradictions that occur between these notes and the Tree Preservation Plan, the more restrictive provision shall apply.	Prior to Approval of Improvement Plans	Public Works, Planning	

Tree Preservation Construction Notes:

- A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of all oak trees to be retained and all portions off-site oak tree driplines which extend into the site, and shall not be cut back in order to change the dripline. Removing limbs which make up the driplines does not change the protected zones unless otherwise determined by the City Arborist.
- Chain link or alternately approved barrier shall be installed one (1) foot outside the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site, prior to initiating project construction, in order to avoid damage to the trees and their root systems. The barrier around those oak tree driplines which are approved for encroachment by structures and/or driveways can be moved to allow construction.

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<p>The new barrier locations shall be four feet outside the structure wall and/or driveway location. Place 12" by 18" all weather durable signs on the protective barrier every 10' on center, stating: "This tree is protected by the City of Elk Grove". Minimum of 2 signs per tree.</p> <ul style="list-style-type: none"> • A piped aeration system shall be installed at all locations where impervious surfaces and/or structural development will occur within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. Installation of the aeration system be performed under the direct supervision of a certified arborist. If, in the opinion of the certified arborist, encroachment into the dripline protection area is severe, then the affected tree shall be retained on site but determined lost, and mitigation as required by the approving body. • All driveways which pass through the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site shall be constructed such that the entire driveway section is placed directly above existing grade. No excavation for driveway construction shall be allowed with oak tree dripline protection areas except minor excavation associated with the installation of piped aeration systems. • Any pruning of an oak tree shall be supervised by a certified arborist. Branch and limb pruning shall be limited to that which has been deemed necessary by a certified arborist in order to correct a safety hazard, structural defect, crown cleaning or arborist recommended pruning in the tree. Pruning due to canopy encroachment by buildings shall be limited to the minimum amount needed to safely accommodate the structure. All pruning and deadwood removal shall be executed in accordance with American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines". An ISA Certified Arborist shall supervise and tree pruning. • Oak trees on site shall be pruned, as per arborist recommendations, prior to starting any adjacent site improvements. Any pruning of an 			



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<ul style="list-style-type: none"> • oak tree shall be supervised by a certified arborist. • No signs, ropes, cables (other than those which may be recommended by a certified arborist to provide limb support) or any other item shall be attached to the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. • No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiles or, located within the dripline area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. • No grading (grade cut or fills) shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak trees which extend onto the site with the exception of approved encroachment areas on the Final Development Plans or as approved in the field by the City's arborist. • If, in the opinion of the certified arborist, permitted grading in the dripline protection area is severe, then the affected tree shall be retained on-site but determined lost, and mitigation as required by the approving body shall be imposed. • No trenching shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto site. If it is absolutely necessary to install underground utilities within the dripline of the tree, the utility line shall be bored or drilled under the direct supervision of a certified arborist. • Landscaping beneath the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site include nonplant materials such as river gravel, woodchips, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately monthly during late spring, summer and early fall is recommended for understory plants. • No in the ground sprinkler or irrigation system shall be installed in such 			

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	<p>a manner that irrigates the ground within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. An "above ground drip irrigation system", drip lines placed on natural grade and all emitters shall be placed on grade, will be permitted under oak tree driplines. No trenching for irrigation lines will be permitted under dripline protection areas.</p>			
49.	<p>Sacramento County Water Agency will not approve any improvement plans until a contract has been awarded for the construction of the Big Horn Water Treatment Plant.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>SCWA, Public Works</p>	
50	<p>Private drives and parking areas over easements shall have structural paving sections that meet City of Elk Grove Improvement Standards. This will prevent pavement damage by CSD-1 maintenance and repair operations.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>CSD-1</p>	
C. Prior to Recordation of Final Map				
51.	<p>Prior to the approval of the final map, the project area shall annex into a Mello-Roos Community Facilities District (CFD) to fund a portion of the additional costs for police service related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Annex the Property and Levy the Special Tax.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
52.	<p>Prior to the final map, the project area shall annex into Street Maintenance Assessment District No. 1 to fund a portion of the additional costs for long-term roadway maintenance related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Levy Street Maintenance Assessments.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
53.	<p>Prior to the final map, the project area shall form or annex into a Mello-Roos CFD, assessment district, or other financing district to fund park, parkway, landscape corridor, and open space maintenance costs, as well as street light maintenance costs.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
54.	<p>Prior to the final map, the project area shall form or annex into a Mello-Roos CFD to fund the project's share of infrastructure requirements in the Laguna Ridge Specific Plan area.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	

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55.	Landscape corridor for single family frontage shall be dedicated to the City of Elk Grove in fee on the Final Map.	Final Map	Public Works	
56.	Improvement plans must be approved by Public Works prior to City Council approval of Final Map.	Prior to Approval of Final Map	Public Works	
57.	The applicant shall grant right-of-way and construct Elk Grove Boulevard, from Bruceville Road to approximately 300 feet east of the future extension of Laguna Springs Drive.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
58.	The applicant shall grant right-of-way and construct Bruceville Road, from Elk Grove Boulevard to Whitelock Parkway.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
59.	The applicant shall grant right-of-way and construct Big Horn Boulevard, from Elk Grove Boulevard to Whitelock Parkway.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
60	The applicant shall grant right-of-way and construct Whitelock Parkway, from Bruceville Road to Lotz Parkway; consistent with the LRSP and subject to the discretion of the City Engineer.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	

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	Permits		
61. The applicant shall grant right-of-way and construct Laguna Springs Drive, from Elk Grove Boulevard to Lotz Parkway (formerly Laguna Ridge Road).	With Recordation of Final Map;	Public Works, Planning	
62. The applicant shall grant right-of-way and construct Lotz Parkway (formerly Laguna Ridge Road), from Big Horn Boulevard to Laguna Springs Drive.	Prior to Issuance of Building Permits	Public Works, Planning	
63. The applicant shall improve Old Poppy Ridge Road, from Bruceville Road to the future extension of Lotz Parkway including but not limited to pavement rehabilitation to a design life of 10 years.	With Recordation of Final Map;	Public Works, Planning	
64. Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of Sacramento County Water Agency prior to Final Map approval.	Prior to Issuance of Building Permits	Public Works, SCWA	
65. The applicant shall prepare and record CC&Rs over all parcels within the tentative map. The CC&Rs shall, at a minimum, include the following:	Concurrently with Recordation of	Public Works	

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<ul style="list-style-type: none"> • Areas where homes front or otherwise are adjacent to a sidewalk, separated from the street by a planter strip and street trees, residential property owners may not place stepping stones, rocks, gravel, artificial turf, concrete, shrubbery or any other material other than turf between the sidewalk and the street. Maintenance of this planter strip and the street tree shall be the responsibility of the homeowner. Enforcement of this provision may be by association or the City of Elk Grove all at the cost of the residential property owner. • Where community owned trees (association or City) spreads over property lines, the property owner may not maintain, trim or otherwise harm the tree without first obtaining a permit from the appropriate body. Maintenance of dropping leaves, twigs and general tree debris onto the residential property and its structures shall be the residential property owner's sole responsibility. • When open spaces are located adjacent to residential uses, open fencing shall be provide. 	<p>the Final Map</p>		
<p>66. Any deviations from City Standards shall be submitted with the improvement plan, submittal with a letter justifying the deviations for consideration. Otherwise deviations that are not called out on the tentative map may not be approved by Public Works. These deviations run the risk of not being approved, potentially resulting in a redesign and requiring the project to go back to Planning Commission.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>67. Dedicate design and improve all improvements identified in the Laguna Ridge Specific Plan Infrastructure Phasing Checklist revised date 4/15/05.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>68. The Class 1 bike trail on the south side of Elk Grove Blvd shall be incorporated within the design of the commercial/office development within the Town and shall be a minimum total width of 14 feet, comprised of a 10 foot trail (PCC or AC) and minimum 2-foot wide paved shoulders, as required by design standards.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>69. All improvements shall be dedicated, designed, and improved in accordance with the City of Elk Grove Improvement Standards, as further</p>	<p>Prior to Recordation of</p>	<p>Public Works</p>	

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<p>conditioned herein, and to the satisfaction of Public Works.</p>	<p>the Final Map</p>		
<p>70. Reciprocal access easement agreements shall be provided between the following parcels</p> <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 <p>The location of the access point(s) must be to the satisfaction of Public Works.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>71. Elk Grove Blvd shall be dedicated, designed and installed as identified on the Elk Grove Blvd Improvement plans</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>72. Remove the temporary emergency vehicle easement on single family lots 12 and 52.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>73. A visibility easement, if required, shall be placed on single family lot 1 at the southeast corner of J Street and I Street. All other lots shall conform to the City of Elk Grove's visibility easement requirements.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>74. For all single family corner lots an access restriction shall be placed on the property from the driveway around the corner to the property line of the side yard.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>75. Dedicate and install all internal streets as shown in the Allen Ranch tentative subdivision map including the modification identified in subsequent conditions, in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works. All streets improvement will be constructed prior to building permit.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Public Works</p>	
<p>76. Dedicate a 12.5 foot public utility easement for underground and appurtenances adjacent to all public and private streets. Along major roadways, the PUE shall be located in the landscape buffer as per the design guidelines or to the satisfaction of Public Works.</p>	<p>On Final Map</p>	<p>Public Works</p>	
<p>77. All proposed driveways on Elk Grove Blvd shall be right-in/right-out only. No median cut will be allowed on this segment of Elk Grove Blvd. However, alternatives to this restriction will be evaluated at the design review stage for the fronting properties.</p>	<p>Prior to Recordation of Final Map</p>	<p>Public Works</p>	

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Conditions of Approval		Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
78	Dedicate drainage rights-of-way (prior to recordation of final map) and construct facilities (prior to the issuance of building permits) pursuant to the City of Elk Grove Floodplain Management Ordinance, Sacramento County Water Agency Code, and City of Elk Grove Improvement Standards, including any fee required by the City of Elk Grove. The pertinent provisions of the above-referenced codes, standards, fees, and ordinances shall be applicable at the time of site improvement plan or approval of final map, whichever occurs first.	Prior to Recordation of Final Map and Prior to the Issuance of Building Permits	Public Works	
79.	Corner monumentation, as shown in the Design Guidelines, shall be installed at the time of improvement of the street. Improvements shall be on all corners of the intersection, including the future commercial corners.	Final Map	Public Works	
80.	Design and construct traffic signal at the intersection of Big Horn and Village Tree Drive in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.	Prior to Submittal of First Final Map	Public Works	
81.	Prior to construction, all well sites are subject to administrative design review by the City of Elk Grove.	Prior to Approval of Final Map	SCWA, Public Works	
82	Well site locations on Lot 1 (Shopping Center) are not approved with this tentative map. Final locations will be determined by the City of Elk Grove. The city shall have final locations determined by June 30, 2005 or the locations per the Tentative Map will become the final locations.	Prior to Approval of Final Map	SCWA	
83	Provide separate public water service to each parcel and dedicate water pipeline easements to the satisfaction of Sacramento County Water Agency prior to approval of the final map.	Prior to Recordation of Final Map or Approval of Improvement Plans, whichever occurs first	SCWA	
84.	Destroy all abandoned wells on the proposed project site accordance	Prior to	SCWA / EMD	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	with the requirements of the Sacramento County Environmental Health Division. Clearly show all wells that are to be abandoned, destroyed and/or retained for construction and grading operations on the improvement plans for the project. Prior to abandoning any existing agricultural wells, the applicant shall use water from agricultural wells for grading and construction.	Approval of Final Map		
85.	Project proponents, future successors or interests shall reserve a minimum 100ft x 100ft water well site located at lot A and necessary easements to the satisfaction of the Sacramento County Water Agency (SCWA). Acceptance and approval of the site shall be subject to meeting Department of Health Services (DHS) setback requirements and obtaining acceptable results from hydrogeologic evaluations (exploratory drilling). If these conditions cannot be satisfied, then an alternate site on the Allen Ranch Subdivision shall be selected by SCWA and similarly evaluated. Prior to final map approval or signing of improvement plans, whichever occurs first, the property owner shall grant right-of-entry to SCWA to conduct hydrogeologic evaluations. Prior to final map recordation or signing of improvement plans, whichever occurs first, the property owner shall enter into a reservation agreement with SCWA consistent with Chapter 22.50 of the Sacramento County Code (City of Elk Grove Code) and Government Code Title 7, Division 2, Article 4. SCWA will not sign improvement plans until the project proponents, future successors or interests have entered into a purchase agreement for said well site.	With Recordation of the Final Map	SCWA	
86.	CSD-1 shall require an approved sewer study prior to the approval of Final Map or submittal of improvement plans for plan check to CSD-1, which ever comes first. The sewer study shall demonstrate how interim service will be provided to the project prior to the completion of the Southwest Interceptor.	Prior to Recordation of Final Map or Approval of Improvement Plans, whichever occurs first	CSD-1	
87.	Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-	Prior to Recordation of	CSD-1	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance.	Final Map		
	SINGLE FAMILY RESIDENTIAL			
	D. Prior to Issuance of Building Permit			
88.	The applicant is hereby notified that the Laguna Ridge Specific Plan includes an annual limit on the number of building permits that can be issued to 1,200 permits for single family residences. This limit applies to all parcels zoned RD-4 through RD-10. Permits will be issued on a first come, first served basis until the annual limit is reached. The year, as calculated for the Laguna Ridge project, begins June 1 through May 31. Any permits that have not been issued since adoption of the Laguna Ridge Specific Plan, June 2004, shall also be available within the first construction year and any following construction year until such time as they have been completely issued.	Prior to Issuance of Building Permits	Planning, Building	
89.	All infrastructure improvements required of the Allen Ranch project shall be constructed to the satisfaction of the City of Elk Grove and consistent with General Plan policies PF-3 and PF8 prior to building permit issuance within the project area.	Prior to issuance of 1 st Building Permit	Planning	
90.	All structures built within the Laguna Ridge Specific Plan area are subject to the Laguna Ridge Design Guidelines. Commercial buildings, multi-family projects, and single family residential units shall be reviewed for compliance with these guidelines through the City's Design Review process. Design reviews shall be approved by the appropriate authority.	Prior to Issuance of Building Permits	Planning	
91.	The Elk Grove Unified School District (the "School District") has funded and built certain oversized infrastructure that will be of direct benefit to the Developer's Project. Prior to the issuance of any building permit for residential construction or for commercial construction within the boundaries of the Developer's Project, the Developer shall pay to the School District a deposit equal to the pro-rata per unit share for the interim sewer facilities, until such time the entire debt is satisfied.	Prior to Issuance of Building Permits	EGUSD	
92	All master home plans shall submit for Design Review through the Planning Department. No building permits shall be issued prior to the	Prior to Issuance of Building	Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	approval of this Design Review.	Permits		
93.	The applicant shall construct all requisite infrastructure identified within the Laguna Ridge	Prior to Issuance of 1 st Permit	Public Works, Planning	
94	The applicant shall design and construct the intersection and signal of Bruceville Road at Whitelock Parkways.	Prior to Issuance of 1 st Permit	Public Works, Planning	
95.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Elk Grove Boulevard.	Prior to Issuance of Building Permit	Public Works, Planning	
96.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Lotz Parkway.	Prior to Issuance of 1 st Permit	Public Works, Planning	
97.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Whitelock Parkway.	Prior to Issuance of 1 st Permit	Public Works, Planning	
98.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Elk Grove Boulevard.	Prior to Issuance of Building Permit	Public Works, Planning	
99.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Lotz Parkway.	Prior to Issuance of Building Permit	Public Works, Planning	
100	The applicant shall design and construct the intersection and signals at the intersection of Lotz Parkway, Whitelock Parkway, and West Stockton Boulevard.	Prior to Issuance of 1 st Permit	Public Works, Planning	
101.	The applicant shall design and install a new signal on Elk Grove Boulevard, at the intersection with Wymark Drive.	Prior to Issuance of Building Permits	Public Works, Planning	
102.	The applicant shall design and construct a traffic signal on Bruceville Road and Street 1 (Ackley Drive).	Prior to Issuance of 1 st Permit	Public Works, Planning	
103.	The applicant shall design and construct a traffic signal at Bruceville Road at Civic Center Drive.	Prior to Issuance of Building Permits	Public Works, Planning	
104.	The applicant shall design and improve West Stockton Boulevard, from Whitelock Parkway to Kammerer Road including but not limited to	Prior to Issuance of 1 st Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	pavement rehabilitation to a design life of 10 years.			
105.	The applicant shall design and construct Bruceville Road, from Elk Grove Boulevard to Laguna Boulevard including but not limited to widening to 3 lanes each direction and restriping each direction for the entire length.	Prior to Issuance of 1 st Permit	Public Works, Planning	
106.	The applicant shall provide for signal phasing at Laguna Boulevard and Bruceville Road including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
107.	The applicant shall provide for signal phasing at Laguna Boulevard and Franklin Boulevard including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
108	The applicant shall design and install intersection improvements for the Elk Grove Boulevard and State Route 99 intersection to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
109.	Final Map shall be recorded and all internal subdivision and other conditioned improvements shall be constructed prior to 1 st building permit.	Prior to issuance of 1 st Building Permit	Public Works	
110.	All intersections adjacent to the proposed tentative map and where improvements are constructed shall be improved on all legs of the intersection. Intersection striping, signage, street name signs and removal/replacement of offsite signage and transitional striping shall be the responsibility of the applicant to design and improve to the latest City of Elk Grove improvement standards.	Prior to the Issuance of Building Permit	Public Works	
111	Minor street landscaping shall be installed prior to the issuance of the first building permit within the subdivision. If weather prevents the installation at the time of first building permit, up to 25% of the building permits may be issued at staff discretion upon demonstration of a fully executed landscape contract for the work.	Prior to issuance of 1 st Building Permit	Public Works	
112.	All improvements shall be constructed in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.	Prior to Issuance of Building	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
113.	<p>Fire/rescue services shall be provided to the property as follows:</p> <ul style="list-style-type: none"> • Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. • A permit release letter from the Elk Grove Community Services District Fire Department (EGCSDFD) shall be required prior to the Elk Grove Building Department issuing any construction permits. • Addresses for all lots shall be provided to the Fire Department within sixty (60) days of Fire Department signature of approval for development plans. • No more than 40 building permits shall be issued when a single point of access exists for a subdivision. Since there is no process in place for confirming the sequence in which multiple units are built, the above information should be considered and the Elk Grove CSD Fire Department should be consulted on this matter. • Dead-end streets in excess of 150 feet require approved emergency vehicle turn-arounds. • All required roadways, water mains, fire hydrants and fire flow shall be provided prior to the existence of any combustible construction or storage in this development. The roadways shall be constructed to a 20-foot minimum width with a minimum of 3 inches of AC over 6 inches of AB and shall have good drainage. • This development is required to provide fire flow from a public water system capable of delivering at a minimum 50 PSI static pressure and 3,000 GPM at 20 PSI residual pressure in commercial areas and 50 PSI static pressure and 1,000 GPM at 20 PSI residual pressure in residential, single-family home areas. Buildings of certain types of construction, size, and use may need additional fire flow or the application of mitigating efforts to meet fire flows above this minimum. 	<p>Permit Prior to Issuance of Building Permit</p>	<p>Elk Grove CSD Fire Department</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<ul style="list-style-type: none"> The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the EG-CSDFD and the water purveyor having jurisdiction. EGCSDFD approved traffic pre-emption devices of a type approved by the Elk Grove Fire Department shall be installed on all traffic signal devices erected or modified by this development. These devices shall be installed and functioning prior to any occupancy and at no cost to the Elk Grove Fire Department. The installation of roadway gates, addresses, landscaping, pipe bollards, fuel tanks, masonry sound walls, tree wells and/or traffic islands are subject to standards outlined by the EG-CSDFD. 			
114.	Prior to the issuance of any building permits for the project, the project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.	Prior to issuance of Building Permits	SCWA	
115.	Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Elk Grove Water Conservation Ordinance (formerly Chapter 14.10 of the Sacramento County Code) to the satisfaction of the City's Landscape/Oak Tree Coordinator.	Prior to issuance of Building Permits	Public Works	
116.	Prior to the issuance of building permits, the Sewer Lift Station Facility S-1.1 shall be constructed and operational to the satisfaction of CSD-1.	Prior to issuance of 1st Building Permit	Public Works, Planning	
117.	Prior to the issuance of building permits, the 16" and 12" Force Main, Bruceville Road S-1.2 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
118.	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.2 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
119.	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.3 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
120.	Prior to the issuance of building permits, the 27"/24" Trunk Sewer and Manholes S-2.4 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
121.	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.5 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
122.	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.6 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
123.	Prior to the issuance of building permits, the 18" Trunk Sewer and Manholes S-2.7 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
124.	Prior to the issuance of building permits, the Big Horn Water Treatment Plant W-1.1 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
125.	Prior to the issuance of building permits, the Water Production Well (Various Locations) W-1.3 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
126.	Prior to the issuance of building permits, the 18" T-Main, Elk Grove Blvd. W-2.1 (a) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
127.	Prior to the issuance of building permits, the 24" T-Main, Elk Grove Blvd. W-2.1 (b) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
128.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Elk Grove Blvd. to Civic Center) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
129.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Street "B" to Lotz Parkway) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
130.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd	Prior to issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	(Lotz Parkway to Whitelock Parkway) shall be constructed to the satisfaction of SCWA.	of 1st Building Permit	Planning	
131.	Prior to the issuance of building permits, the 20" Dia. T-Main, New Poppy Ridge (Bruceville Road to Paseo) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
132.	Prior to the issuance of building permits, the 20" Dia. T-Main, Whitelock Parkway (Paseo to Big Horn Blvd) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
133.	Prior to the issuance of building permits, the 20" Dia. T-Main, Whitelock Parkway (Big Horn Blvd to Street "G1") shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
134.	Prior to the issuance of building permits, the 30" Dia. T-Main, Whitelock Parkway (Street "G1" to Street "G2") shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
135.	Prior to the issuance of building permits, 30" Dia. T-Main, Whitelock Parkway (Street "G2" to Lotz Parkway) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
136.	Prior to the issuance of building permits, Channel Excavation and Landscaping (Bruceville Rd to Paseo) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
137.	Prior to the issuance of building permits, Channel Excavation and Landscaping (Paseo to Big Horn Blvd) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
138.	Prior to the issuance of building permits, 72" Trunk Drain and Manholes (Big Horn Blvd to WTF) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
139.	Prior to the issuance of building permits, 72" Trunk Drain and Manholes (WTF to Street "G1") shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
140.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Street "G1" to Street "G2") shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
141.	Prior to the issuance of building permits, 60" Trunk Drain, Manholes and	Prior to issuance	Public Works,	Public Works.

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Outfall Structure D-3.1 shall be constructed.	of 1st Building Permit	Planning	
142.	Prior to the issuance of building permits, 54" and 60" Trunk Drain and Manholes D-3.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
143.	Prior to the issuance of building permits, 72" Trunk Drain, Manholes and Outfall Structure 4.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
144.	Prior to the issuance of building permits, 66" and 72" Trunk Drain and Manholes D-4.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
145.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Big Horn to Laguna Springs) shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
146.	Prior to the issuance of building permits, 60" Trunk Drain and Manholes (Big Horn to Local Street) D-6.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
147.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Local Street to Laguna Springs) D-6.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
148.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Civic Center to Elk Grove Blvd.) shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
149.	Prior to the issuance of building permits, 30", 36" 42", 54", and 60" Trunk Drain and Manholes D-7.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
150.	Prior to the issuance of building permits, miscellaneous north paseo pedestrian crossings and two road crossing D-18.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
151.	Prior to the issuance of building permits, North Paseo Drain D-18.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
152.	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.1	Prior to Issuance	Public Works,	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	shall be constructed to the satisfaction of SCWA.	of 1st Building Permit	Planning	
153.	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-1.2 shall be constructed to the satisfaction of SCWA	Prior to issuance of 1st Building Permit	Public Works, Planning	
154.	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.3 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
155	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.4 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
156.	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.3 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
157.	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.4A shall be constructed to the satisfaction of SCWA	Prior to issuance of 1st Building Permit	Public Works, Planning	
158.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-3.4B shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
159.	Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.1 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
160	Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.2 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
161.	Prior to the issuance of building permits, 12" Reclaimed Water Main, RW-4.6 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
162.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-4.7 shall be constructed to the satisfaction of SCWA	Prior to issuance of 1st Building Permit	Public Works, Planning	
163.	Prior to the issuance of building permits, 8" Reclaimed Water Main, RW-	Prior to issuance	Public Works.	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	6.1 shall be constructed to the satisfaction of SCWA.	of 1st Building Permit	Planning	
164.	The applicant shall provide a non-potable water distribution system to the satisfaction of the Sacramento County Water Agency. When available, the applicant shall use non-potable water during grading and construction. Irrigation water service for all areas identified on the SCWA/MWH 2004 Sacramento County Recycled Water Distribution Modeling Study shall be provided from the non-potable system.	Prior to Issuance of Building Permit	SCWA	
165.	Sacramento County Water Agency will not issue water connection permits nor will building permits be issued for houses adjacent to proposed SCWA well sites until the well hole is constructed and functioning to the satisfaction of SCWA. SCWA will determine which lots are the adjacent lots and these lots will be shown on improvement plans. SCWA shall construct the wells within 2 years from the recordation of the final map or this condition becomes void.	Prior to Issuance of Building Permit	SCWA	
166	All street intersections, public or private, within one block of the proposed project, applicant shall install and/or replace street name signs in accordance with the City of Elk Grove Standard Details.	Building Permit	Public Works	
<u>E. Prior to Certificate of Occupancy</u>				
167.	Connection to County Sanitation District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.	Prior to Certificate of Occupancy	CSD-1	
168.	The trunk and collector sewer system for the project will not be accepted for maintenance and building occupancy will not be granted until the downstream sewer system serving the project is also accepted for maintenance.	Prior to Certificate of Occupancy	CSD-1	
169	Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system. In order to obtain sewer service, construction of CSD-1 sewer infrastructure is expected to be required.	Prior to Certificate of Occupancy	CSD-1	
170.	Water supply will be provided by the Sacramento County Water Agency, to each building, to the satisfaction of the Sacramento County Water	Prior to Certificate of	Public Works, SCWA	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Agency. Public water service shall be provided to each parcel through a separate connection.	Occupancy		
171.	The applicant shall provide for graffiti-resistant paint or clear graffiti-resistant coating of all masonry walls, and any subdivision signs.	Prior to Certificate of Occupancy	Community Enhancement	
172.	Upon completion of the installation of the landscaping, the project landscape architect/designer shall certify that the installed landscape complies with all City Water Conserving Landscape requirements. Certification shall be accomplished by completion of a Certificate of Conformance on a form provided by the City. Failure to submit a complete and accurate Certificate of Conformance to the Planning Department will delay final approval/occupancy of the project.	Prior to Certificate of Occupancy	Planning	
173.	Sacramento County Water Agency will not issue water connection permits until the Big Horn Water Treatment Plant is functioning to the satisfaction of SCWA or an alternative water source is provided to the satisfaction of SCWA.	Prior to Certificate of Occupancy	SCWA	
174.	Submit Flood Elevation Certification, or equivalent City approved format, for each structure.	Prior to Certificate of Occupancy	Public Works	
175.	Any improvements, public or private, damaged in construction shall be replaced in-kind or with new improvement.	Prior to Certificate of Occupancy	Public Works	
176.	The 20 acre community park south of Whitelock Parkway shall be dedicated to the City of Elk Grove prior to or on the Final Map. Applicant shall design and construct these parks in accordance with the facilities plan provided by the City of Elk Grove and shall be in accordance with the parks improvement standards for the City. Construction shall be completed, accepted by the City and open for use prior to the first occupancy or at an alternative time approved by the City Manager.	Prior to 1st Certificate of Occupancy	Development Services	
177.	The owner/developer must disclose to future/potential owners the existing or proposed 69kv electrical facilities located on Whitelock Parkway.	Prior to Certificate of Occupancy	SMUD	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring)</u>	<u>Verification (date and Signature)</u>
COMMERCIAL AND MULTI-FAMILY RESIDENTIAL				
178.	The applicant is hereby notified that development of SC zoned Lots 1-6 are subject to the Laguna Ridge Town Center plan and are required to comply with the Laguna Ridge Specific Plan Design Guidelines. All projects within these lots are required to process Design Review entitlements prior to the issuance of building permits. Site improvement details related to driveway access and infrastructure improvements as well as infrastructure requirements in support of development within these lots will be determined prior to approval of Design Review entitlements of projects within these lots.	Prior to Issuance of Building Permits	Planning	
179.	Developers of the parcels located in the Town Center area shall provide reciprocal access points between neighboring parcels. These access points shall become easements between the parcels and at the Cities discretion may be recorded against the parcels. Location of access point(s) must be to Public Works satisfaction and will be approved when these parcels are developed.	Prior to Approval of Improvement Plans	Public Works	
180.	Water intensive commercial and industrial building permit applicants shall conduct a water use efficiency review and submit the findings in required environmental documentation for the project.	Prior to Issuance of Building Permits	Planning, Public Works	
181.	Efficient cooling systems, recirculating pumps for fountains and ponds, and water recycling systems for vehicle washing shall be required by all applicable development proposals.	Prior to Issuance of Building Permits	SCWA	

Attachments

1. Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program
2. Laguna Ridge Specific Plan Infrastructure Phasing Plan

**Attachment 1
Laguna Ridge Specific Plan
Mitigation Monitoring and Reporting Program**

EG-00-062 Laguna Ridge Specific Plan

EXHIBIT "C" CONDITIONS OF APPROVAL – MITIGATION MEASURES

	Conditions of Approval / Mitigation Measure	Timing/ Implementation	Enforcement/ Monitoring	Verification (date and Signature)
1	The development approved by this action is for the Laguna Ridge Specific Plan, as described in the City Council report and associated Exhibits and Attachments dated December 3, 2003.	On-Going	City of Elk Grove Development Services	
2	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	On-Going	City of Elk Grove Development Services	
3	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	On-Going	City of Elk Grove Development Services	
4	Comply with, record, and pay fees for the Mitigation Monitoring and Reporting Program (MMRP) associated with the Laguna Ridge Specific Plan. Until the MMRP has been recorded and the estimated MMRP fee of \$10,000 has been paid, no final parcel map for the subject property shall be approved and no grading, building, sewer connection, water connection, or occupancy permit from the City or County will be approved. (Planning)	Prior to issuance of Grading Permit	City of Elk Grove Development Services	

As Part of the Final Approval of the Specific Plan

<p>MM 4.2.4a</p>	<p>All internal intersections shall be designed to meet City Level of Service Standards (LOS D or better). This requirement shall be incorporated into the specific plan.</p>	<p>As part of the final approval of the Specific Plan</p>	<p>City of Elk Grove Development Services</p>
<p>Prior to Approval of Subsequent Development Projects</p>			
<p>MM 4.2.1a</p>	<p>Elk Grove Boulevard shall be widened between Bruceville Road and Auto Center Drive to three lanes in each direction. Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects.</p>	<p>City of Elk Grove Development Services.</p>

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<p>MM 4.2.1c</p>	<p>Grant Line Road between SR 99 and Waterman Road shall be widened from one to two lanes in each direction.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.1d</p>	<p>Poppy Ridge Road between Bruceville Road and West Stockton Boulevard shall be reconstructed to provide 12-foot travel lanes and minimum 6-foot paved shoulder.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.1e</p>	<p>West Stockton Boulevard between Kammerer Road and Poppy Ridge Road shall be reconstructed to provide 12-foot travel lanes and minimum 6-foot paved shoulder.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.1f</p>	<p>West Stockton Boulevard between Poppy Ridge Road and the Auto Mall Access to provide 12-foot travel lanes and minimum 6-foot paved shoulder.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.2a</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Bruceville Road intersection.</p> <ul style="list-style-type: none"> • One shared through/right-turn lane, one through lane, and one left-turn lane on the northbound approach. • One right-turn lane, two through lanes, and two left-turn lanes on the southbound approach. • One right-turn lane, two through lanes, and one left-turn lane on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
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<p>MM 4.2.2b</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Big Horn Boulevard intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, two through lanes, and one left-turn lane on the northbound approach. • One right-turn lane, two through lanes, and two left-turn lanes on the southbound approach. • One shared through/right-turn lane, two through lanes, and two left-turn lanes on the eastbound approach. • One shared through/right-turn lane, two through lanes, and two left-turn lanes on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>The following lane configurations shall be provided at the Elk Grove Boulevard/West Laguna Springs Drive intersection.</p> <ul style="list-style-type: none"> • Two right-turn lanes, two through lanes, and one left-turn lane on the northbound approach. • One right-turn lane, one through lanes, and two left-turn lanes on the southbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the eastbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the westbound approach. • Right-turn overlap phasing for the northbound right-turn lane at the Elk Grove Boulevard/West Laguna Springs Drive intersection. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
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MM
4.2.2c

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<p>MM 4.2.2d</p>	<p>Right-turn overlap phasing for the northbound right-turn movement shall be provided at the Elk Grove Boulevard/Auto Center Drive intersection. This improvement would require modification of the existing signal equipment and signal phasing.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2f</p>	<p>Install traffic signal and provide the following lane configurations at the Elk Grove Boulevard/Waterman Road intersection.</p> <ul style="list-style-type: none"> • A shared through/right-turn lane and an exclusive left-turn lane on all approaches. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.2g</p>	<p>Install a traffic signal and provide the following lane configurations at the Poppy Ridge Road/Bruceville Road intersection.</p> <ul style="list-style-type: none"> • A shared through/right-turn lane and an exclusive left-turn lane on the northbound, southbound, and eastbound approaches. • One right-turn lane, one through lane, and one left-turn lane on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2h</p>	<p>The applicant shall participate in the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program which includes reconstruction of the SR 99/Grant Line Road interchange. Fair-share funding for the SR 99/Grant Line Road improvement project shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.2i</p>	<p>Right-turn overlap phasing for the southbound right-turn movement shall be provided at the Laguna Boulevard/Franklin Boulevard intersection.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.2j</p>	<p>Right-turn overlap phasing shall be provided for the northbound right-turn movement at the intersection of Laguna Boulevard with Big Horn Boulevard.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.2k</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Elk Grove-Florin Road intersection.</p> <ul style="list-style-type: none"> • A shared through/right-turn lane, one through lane, and two left-turn lanes on the northbound approach. • In addition, provide protected left-turn phasing on the northbound and southbound approaches. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p> <p>If the additional right-of-way necessary for the improvement cannot be obtained, the project applicant shall pay their fair-share of the estimated cost of the improvement and cost of the right-of-way into the City's future Traffic Impact Fund.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
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<p>MM 4.2.3d</p>	<p>Bruceville Road between Elk Grove Boulevard and Laguna Boulevard shall be widened from two to three lanes in each direction.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5a</p>	<p>Right-turn overlap phasing for the southbound right-turn movement at the Laguna Boulevard/Franklin Boulevard intersection.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.2.5b</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Big Horn Boulevard intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, two through lanes, and two left-turn lanes on the northbound approach. • One right-turn lane, two through lanes, and two left-turn lanes on the southbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the eastbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the westbound approach. • Right-turn overlap phasing on all approaches to the intersection, which would require modification of the existing signal equipment and signal phasing. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
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<p>The following lane configurations shall be provided at the Elk Grove Boulevard/West Laguna Springs Drive intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, two through lanes, and one left-turn lane on the southbound approach. • Two right-turn lanes, two through lanes and one left-turn lane on the northbound approach. • One right-turn lane, three through lanes, and two left-turn lanes on the westbound approach. • One right-turn lane, three through lanes, and one left-turn lane on the eastbound approach. • Protected left-turn phasing for the north and southbound left-turn movements. • Provide right-turn overlap phasing on the northbound and southbound approaches, which would require modification of the existing signal equipment and signal phasing. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations and consistent with the Specific Plan's infrastructure phasing provisions.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.2.5c</p>		

<p>MM 4.2.5d</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Auto Center Drive intersection.</p> <ul style="list-style-type: none"> • Two right-turn lanes, one through lane, and one left-turn lane on the northbound approach. • Provide protected left-turn phasing on the northbound and southbound approaches. • Provide right-turn overlap phasing on the northbound approach. Right-turn overlap phasing would require modification of the existing signal equipment and signal phasing. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>
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<p>MM 4.2.5f</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/East Stockton Boulevard intersection.</p> <ul style="list-style-type: none"> • One right-turn lane, one through lane, and one left-turn lanes on the southbound approach. • A shared through/right-turn lane and two left-turn lanes on the northbound approach. • Provide protected left-turn phasing on the northbound and southbound approaches. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services.</p>	
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<p>MM 4.2.5g</p>	<p>The following lane configurations shall be provided at the Elk Grove Boulevard/Bruceville Road intersection.</p> <ul style="list-style-type: none"> • One right-turn lane on the westbound approach. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5j</p>	<p>Install a traffic signal and coordinate it with the Hood-Franklin Road/I-5 Northbound Ramps intersection. This improvement will require coordination and approval from Caltrans and Sacramento County. Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.5k</p>	<p>Install a traffic signal and coordinate it with the Hood-Franklin Road/I-5 Southbound Ramps intersection. This improvement will require coordination and approval from Caltrans and Sacramento County. Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5i</p>	<p>A traffic signal shall be installed and the following lane configurations shall be provided at the Elk Grove-Florin Road/East Stockton Boulevard intersection.</p> <ul style="list-style-type: none"> • One through lane and one left-turn lane on the southbound approach. • One right-turn lane and two left-turn lanes on the westbound approach. • One right-turn lane and one through lane on the northbound approach. • This improvement would require 3-phase signal operation. <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.5i</p>	<p>Right-turn overlap phasing shall be provided for the southbound right-turn movement at the intersection of Grant Line Road and Waterman Road.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5m</p>	<p>Right-turn overlap phasing shall be provided for the northbound right-turn movement at the intersection of Laguna Boulevard with West Laguna Springs Drive.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.2.5n</p>	<p>Right-turn overlap phasing shall be provided for the southbound right-turn movement at the intersection of Elk Grove and Franklin Boulevards.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.2.5o</p>	<p>Right-turn overlap phasing shall be provided for the southbound right-turn movement at the Grant Line Road/Bradshaw Road intersection.</p> <p>Fair-share funding for the above roadway improvement shall be determined by the modification of the Interim Roadway Fee Program (Elk Grove Municipal Code Chapter 16.89) or its successor roadway fee program. The project applicant shall pay its fair share as well as any established City of Elk Grove development impact fees for roadway facilities. Project and/or public facility financing plans and/or programs shall establish the timing of this improvement to ensure it is in place prior to LOS E operations.</p>	<p>Prior to approval of subsequent development projects</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.7.3b</p>	<p>Subsequent non-residential projects shall be required to locate all storage areas away from any drainage features and provide water quality control measures in storm drainage facilities such as grease and sediment traps, vegetative filters, and containment structures for hazardous materials. This requirement shall be reflected on site plans and improvement plans. Water quality control features shall be consistent with the City's NPDES permit (NPDES No. CAS082597).</p>	<p>As a condition of approval of subsequent non-residential projects.</p>	<p>City of Elk Grove Public Works and Development Services</p>
<p>MM 4.8.5</p>	<p>The project applicant shall design the subsequent public and private projects within the plan area to avoid impacts to potential habitat for VELB (elderberry shrubs; see Figure 4.8-1 of the Draft EIR), if feasible. If project development is required in areas that may impact elderberry shrubs containing stems measuring 1.0 inch or greater in diameter at ground level (development within 100 feet of shrub drip-line), the project applicant shall perform one of the following measures:</p> <ol style="list-style-type: none"> 1. Fence and flag all areas to be avoided during construction activities. In areas where encroachment on the 100-foot buffer has been approved by the USFWS, provide a minimum setback of at least 20 feet from the drip-line of each elderberry plant. 2. Brief contractors on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements. 3. Erect signs every 50 feet along the edge of the avoidance area with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines and 	<p>Prior to approval of subsequent development and prior to and during construction activities</p>	<p>U.S. Fish and Wildlife Service and City of Elk Grove Development Services</p>

			<p>imprisonment." The signs should be clearly readable from a distance of 20 feet and must be maintained for the duration of construction.</p> <p>4. Instruct work crews about the status of the beetle and the need to protect its elderberry host plant.</p> <p>Restoration and Maintenance</p> <ol style="list-style-type: none"> 1. Restore any damage done to the buffer area (area within 100 feet of elderberry plants) during construction. Provide erosion control and re-vegetate with appropriate native plants. 2. Buffer areas must continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding and trash removal are usually appropriate. 3. No insecticides, herbicides, fertilizers or other chemicals that might harm the beetle or its host plant should be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. 4. The applicant must provide a written description of how the buffer areas are to be restored, protected and maintained after construction is completed. 5. Mowing of grasses/ground cover may occur from July through April to reduce fire hazard. No mowing should occur within five feet of elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., striping away bark through careless use of mowing/trimming equipment).
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	<p>If the shrub cannot be avoided, then a mitigation plan shall be developed and implemented in consultation with USFWS consistent with the conservation guidelines for the valley elderberry longhorn beetle, which likely includes one or more of the following:</p> <ul style="list-style-type: none"> • Obtain credits at an approved mitigation bank; or • Implement an onsite mitigation and monitoring plan that includes transplantation of the shrub and planting of elderberry seedlings. <p>The mitigation plan shall be approved by the USFWS prior to acceptance by the City. Any required onsite mitigation shall be incorporated into subsequent improvement and construction plans.</p>			
<p>MM 4.8.6</p>	<p>The project applicant shall design the subsequent public and private projects within the plan area to avoid impacts to potential habitat for vernal pool invertebrates by providing an appropriate setback from the edge of each pool, as determined by the City in consultation with the U.S. Fish and Wildlife Service, if feasible. If pools impacted cannot be avoided, the project proponent shall implement the following measures:</p> <ol style="list-style-type: none"> 1. Completion of an onsite mitigation and monitoring plan that includes onsite creation/preservation of the pools. Mitigation shall be to the satisfaction of the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers (as part of Section 404 permitting), and the City, or 2. Credits may be obtained at an approved mitigation bank. 	<p>Prior to the approval of subsequent development and prior to construction activities</p>	<p>U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and City of Elk Grove Development Services</p>	

As Part of Subsequent Development Application Submittals

<p>MM 4.5.3a</p>	<p>As part of subsequent applications on non-participating properties, the project applicant shall provide the City with a Phase I Site Assessment to determine whether ash or a former burn site is present on the subject property.</p>	<p>Prior to acceptance of an application for subsequent development on non-participating properties as complete.</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.8.1a</p>	<p>A tree survey shall be conducted by an arborist certified by the International Society of Arboriculture (ISA) to enumerate and evaluate all trees on the site that meet the standards in the City Tree Ordinance (as amended). All tree locations shall be mapped onto all subsequent improvement and construction plans, tentative subdivision maps, and maps associated with development projects and rezones. Direct loss of protected trees shall be clearly identified on all subsequent maps and plans.</p>	<p>As part of the subsequent development application submittals and prior to construction activities</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.8.1b</p>	<p>Unless identified for removal as described in MM 4.8.1, all trees that meet the following criteria shall be avoided by construction and protected during all construction activity:</p> <ul style="list-style-type: none"> • Native and Non-Native Oak Trees with a trunk at least six inches (6") in diameter at a height of 4.5 feet. • All other trees with a trunk diameter of twelve inches (12") at a height of 4.5 feet. <p>Trees to be retained shall be protected by implementation of the following measures:</p> <ol style="list-style-type: none"> 1. Before initiating any construction activity near protected trees, install chain link fencing or a 	<p>As part of the subsequent development application submittals and prior to and during construction activities</p>	<p>City of Elk Grove Development Services</p>

similar protective barrier at least one foot outside the dripline of each tree or as far as possible from the tree trunk where the existing road is within the tree dripline. The barrier fencing will remain in place for the duration of construction activity.

2. Any required pruning of oak trees shall be conducted before construction activity begins. Oak trees that require pruning of branches larger than two inches in diameter shall be pruned by a certified arborist. No pruning of the six-foot-diameter tree will be permitted.
3. No signs, ropes, cables (except cable that may be installed by a certified arborist or other professional tree expert), or other items shall be attached to the oak trees.
4. No vehicles, construction equipment, mobile home/office, supplies, materials, or facilities shall be driven, parked, stockpiled, or located within the driplines of oak trees.
5. No grading shall be allowed within the driplines of oak trees except where paved roadway already exists and where it can be demonstrated that the health of the tree will not be significantly impacted. Removal of pavement and grading within the driplines of oak trees shall be conducted in the presence of a certified arborist to ensure that damage and stress to any oak tree is minimized.
6. Any work necessary within the driplines shall be conducted by hand.
7. Paving within the driplines of oak trees shall be stringently minimized. When paving is

<p>absolutely necessary, porous material shall be used or a piped aeration system shall be installed under the supervision of a certified arborist.</p>	<p>8. Landscaping beneath oak trees may include non-plant material such as boulders, cobbles, and wood chips. The only plant species that shall be planted within the driplines of oak trees are those that are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for understory plants.</p>	<p>9. No sprinkler system shall be installed in such a manner that it irrigates within the driplines of oak trees.</p>	<p>Trees that are subject to protection and which cannot be protected shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed.</p> <p>If trees cannot be preserved or replaced onsite, off-site mitigation or the payment of an in-lieu fee shall be provided in accordance with the provisions of the City Tree Preservation Ordinance (as amended).</p> <p>The above requirements shall be implemented prior to and during construction activities for all subsequent public and private projects. Improvement and construction plans shall specifically note this measure.</p>
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<p style="text-align: center;">MM 4.8.3</p>	<p>As part of each subsequent project application submittal to the City, the project applicant shall identify all potential wetland resources that occur on-site for City review (such as those identified in Figure 4.8-1 of the Draft EIR. If wetland resources are proposed to be impacted, the project applicant shall do the following:</p> <ol style="list-style-type: none"> 1. The applicant shall delineate the extent of jurisdictional waters of the U.S. to be impacted by the proposed project and, if required, apply for a Section 404 permit from the U.S. Army Corps of Engineers (Corps). Wetland areas that would be lost or disturbed shall be replaced or rehabilitated on a "no-net-loss" basis. Onsite creation of wetland habitat is preferred to offsite mitigation. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to the Corps and City. 2. The applicant shall obtain a Section 401 water quality waiver of certification from the RWQCB. 3. A mitigation plan shall be implemented that includes <u>one</u> of the following: <ol style="list-style-type: none"> (a) Completion of an onsite Mitigation and Monitoring Plan that includes onsite creation/preservation of the wetlands. (b) Credits may be obtained at an approved mitigation bank. <p>The project applicant shall provide written evidence to the City from the Corps and the RWQCB that this measure has been complied with prior to recordation of final maps.</p>	<p>A part of subsequent tentative map applications and completed prior to final map recordation.</p>	<p>City of Elk Grove Development Services, Corps, and RWQCB.</p>
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Prior to Approval of Tentative Subdivision Maps, Parcel Maps, and Site Plans

<p>MM 4.2.8</p>	<p>Prior to the approval of tentative subdivision, parcel maps and subsequent development associated with land areas along Big Horn Blvd and Bruceville Road right-of-way for future light rail stations and lines at locations along either Big Horn Boulevard or Bruceville Road shall be dedicated based on consultation with the City of Elk Grove and Sacramento Regional Transit.</p>	<p>Prior to approval of tentative subdivision and parcel maps and subsequent development</p>	<p>City of Elk Grove Development Services and Sacramento Regional Transit</p>	
<p>MM 4.4.3a</p>	<p>When residential tentative subdivision maps include and/or are located adjacent to school and park sites, the residential subdivisions shall be designed to meet the residential standards set forth in Table 4.4-6 of the Draft EIR. If the noise levels from the school and park facilities is expected to exceed the applicable standard, the project applicant shall implement appropriate mitigation measures. Appropriate mitigation measures include walls, berms, and buffers that would ensure compliance with applicable standards, as determined through the adopted Design Review procedures. Evidence of compliance shall be provided to the City.</p>	<p>Prior to approval of residential tentative subdivision maps</p>	<p>City of Elk Grove Development Services, Elk Grove Unified School District, and Elk Grove Community Services District</p>	
<p>MM 4.4.3b</p>	<p>Prior to approval of a non-residential use that will abut a residential use and has the potential to generate noise, the project applicant shall demonstrate compliance with City noise standards set forth in Table 4.4-6 of the Draft EIR. If the noise levels from the facility exceed the applicable standard, the project applicant shall implement appropriate mitigation measures. Appropriate mitigation measures include walls, berms, and buffers that would ensure compliance with applicable standards, as determined through the adopted Design Review procedures.</p>	<p>Prior to approval of permits and/or plans for non-residential uses adjacent to existing or planned residential uses</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.4.5</p>	<p>Prior to development of any noise-sensitive uses (as defined by the City of Elk Grove Noise Element) along Elk Grove Boulevard, Big Horn Road and Poppy Ridge Road, the project applicant shall identify specific noise mitigation measures for areas that would be located within the 60 dB Ldn traffic noise contours shown in Table 4.4-12 of the Draft EIR that would attenuate noise levels in compliance with City noise standards for traffic noise as shown in Table 4.4-9 of the Draft EIR. Potential design features for noise attenuation are listed below.</p> <ol style="list-style-type: none"> <u>Setbacks</u> (i.e., open space, frontage roads, recreational areas, and storage yards) typically reduce noise attenuation by 4 to 6 dB per doubling of distance from the source. <u>Barriers</u> (i.e., walls, berms, or structures) to achieve a noise reduction ranging from 5 to 15 dB. Earth berms provide approximately 3 dB more attenuation than a wall. <u>Site design</u> (i.e., building location) to reduce noise levels. <u>Building design</u> (i.e., location of noise-sensitive uses within a building) to reduce the impact of noises on inhabitants. <u>Building facades</u> (i.e., utilizing all features of the building façade including the closed windows) to reduce noise. <u>Vegetation</u> (i.e., trees and other vegetation) 100 feet of dense foliage can achieve a 5 dB attenuation of traffic noise. <u>Noise-reducing paving materials</u> (i.e., rubberized asphalt) reduce traffic noise by approximately 4 dB. 	<p>Prior to approval of tentative subdivision maps and development projects along Elk Grove Boulevard, Big Horn Road and Poppy Ridge Road.</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.6.1.1a</p>	<p>Prior to each tentative subdivision and/or parcel map approval, the project applicant shall submit to the City, information documenting adequate availability of water supplies and associated infrastructure facilities for the proposed development consistent with facilities and phasing set forth in the Laguna Ridge Specific Plan water study (Wood-Rogers, 2000). Subsequent project applications shall not be approved by the City until proof has been provided that water supplies are available and approval from SCWA has been received.</p>	<p>Prior to tentative subdivision and/or parcel map approval</p>	<p>City of Elk Grove Development Services and Sacramento County Water Agency</p>
<p>MM 4.6.2.1</p>	<p>Prior to each tentative subdivision or parcel map, the project applicant shall be required to demonstrate that the permanent sewer system, consistent with the Preliminary Sewer Master Plan for the Laguna Ridge Specific Plan (Wood-Rogers, 2002) adequately serves the subsequent project. This demonstration may take the form of plans and/or reports, which shall be reviewed and approved by the City consistent with the Specific Plan infrastructure phasing provisions. The project applicant shall also pay the required sewer connection and capacity fees that are used to fund expansion of trunk and interceptor facilities.</p>	<p>Prior to the approval of each tentative subdivision or parcel map</p>	<p>City of Elk Grove Development Service, Sacramento Regional County Sanitation District and County Sanitation District.</p>
<p>MM 4.6.2.2</p>	<p>Prior to approval of each tentative subdivision or parcel map that would utilize the interim sewer facilities, the project applicant shall be required to demonstrate that there is adequate sewer capacity to support the proposed project. This will include confirmation from Sacramento Regional County Sanitation District and County Sanitation District-1 on the availability of sewer capacity.</p>	<p>Prior to approval of each tentative subdivision and parcel map</p>	<p>City of Elk Grove Development Services, Sacramento Regional County Sanitation District, and County Sanitation District-1</p>

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<p>MM 4.7.2</p>	<p>Prior to the approval of each subsequent tentative subdivision map, the project applicant shall be required to demonstrate that drainage facilities, consistent with the Storm Drainage Master Plan for Laguna Ridge Specific Plan (Wood-Rogers, 2002), will adequately serve the subsequent project, consistent with City standards and off-site flooding impacts would not result, and that such facilities are either available or will be available upon site development. This demonstration may take the form of plans and/or reports, which shall be reviewed and approved by the City consistent with the Specific Plan infrastructure phasing provisions.</p>	<p>Prior to the approval of each subsequent tentative parcel and/or subdivision map</p>	<p>City of Elk Grove Public Works</p>	
<p>MM 4.8.2a</p>	<p>Prior to approval of site plans and/or tentative subdivision maps for each parcel proposed, for development within 50 feet of the perennial marsh shown in Figure 4.8-1 of the Draft EIR, a focused plant survey for Sanford's arrowhead is required to determine the presence/absence of this species. The surveys shall be conducted by a qualified botanist retained by the City and funded by the project applicant during the blooming period (May-August) for this species.</p>	<p>Prior to approval of site plans and/or tentative subdivision map for parcels proposed for development within 50 feet of the perennial marsh.</p>	<p>City of Elk Grove Development Services</p>	

<p>MM 4.8.2b</p>	<p>If this species is not found onsite, no further measures are required. However, if Sanford's arrowhead is found, each population shall be mapped and technical assistance from CNPS and the U.S. Fish and Wildlife Service shall be requested. To the maximum extent feasible, plant populations shall be preserved within open space non-disturbance areas. However, if these areas cannot be avoided, land-supporting populations of the impacted species shall be purchased and shall be permanently protected. Under the direction of CNPS and the U.S. Fish and Wildlife Service, preservation strategies shall be implemented, which may include seed and soil collection or plant transplant. At a minimum, mitigation shall occur at a 1:1 ratio (one plant preserved for every plant impacted). A detailed mitigation plan that includes species, habitat, preserve management, and monitoring strategies shall be developed in consultation with the U.S. Fish and Wildlife Service.</p>	<p>Prior to approval of site plans and/or tentative subdivision maps for parcels proposed for development within 50 feet of the perennial marsh.</p>	<p>City of Elk Grove Development Services and U.S. Fish and Wildlife Service</p>	
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<p>MM 4.10.1a</p>	<p>Prior to subsequent approvals on non-participating properties, a detailed cultural resources field survey of the subject property shall be conducted by the City and funded by the project applicant. The cultural resources field survey shall identify any cultural resource finds and will set out measures to mitigate any impacts to any significant resources as defined by CEQA, California Register of Historic Resources and/or National Historic Preservation Act. Mitigation methods to be employed include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Redesign of the subsequent development project to avoid the resource. The resource site shall be deeded to a non-profit agency to be approved by the City for maintenance of the site. • If avoidance is determined infeasible by the City, then the resource shall be mapped, stabilized, and capped pursuant to appropriate standards. • If the City determines capping infeasible, then the resource shall be excavated and recorded to appropriate standards. 	<p>Prior to subsequent approvals on non-participating properties</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.10.2</p>	<p>Prior to subsequent approvals on non-participating properties that include the buildings at 8533 and 8551 Poppy Ridge Road, a detailed evaluation of the historical significance of the structures at the two sites listed above shall be conducted by the City and funded by the project applicant. If the evaluation is negative (i.e., not historically significant), no further mitigation is required.</p> <p>If the evaluation determines that the two sites are historically significant, the subsequent development project shall be redesigned to avoid the building site(s). The building site(s) will be deeded to a non-profit agency to be approved by the City for the maintenance of the site(s). If avoidance is</p>	<p>Prior to subsequent approvals on non-participating properties associated with 8533 and 8551 Poppy Ridge Road</p>	<p>City of Elk Grove Development Services</p>	

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	<p>determined to be infeasible by the City, all required documentation (in addition to the items above) shall be conducted in accordance with appropriate standards:</p> <ul style="list-style-type: none"> • The development of a site-specific history and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies, this task could involve limited oral history collection; • Accurate mapping of the noted resources, scaled to indicate size and proportion of the structures; • Architectural description of affected structures; • Photo documentation of the designated resources, both in still and video format; • Recordation of measured architectural drawings, in the case of specifically designated buildings of higher architectural merit; and • Any historical significant artifacts within buildings and the surrounding area shall be recorded and deposited with the appropriate museum. <p>These buildings shall be preserved and relocated off-site.</p>	
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Prior Final Subdivision Map Approval

<p>MM 4.6.4.2a</p>	<p>The project applicant shall provide a permanent fire station within the plan area and sufficient funds to purchase associated facilities including an aerial truck, and urban interface engine. These improvements and facilities, included in the Laguna South Public Facilities Fee Program, shall be provided to the satisfaction of the Elk Grove Community Services District Fire Department (EGCSDFD). Fair-share funding for the above fire facilities and services improvements shall be determined by the modification of the Laguna South Public Facilities Fee Program by the annexation of the Laguna Ridge Specific Plan into the Fee Program. Project public facility financing plans and/or programs shall establish the timing of these improvements to ensure they are in place to the satisfaction of the EGCSDFD. Establishment of the financing plans and/or programs shall occur prior to the approval of any subsequent development project. Development may occur prior to approval of the project's financing plans and/or programs if the project applicant constructs the EGCSDFD required improvement and purchases associated facilities concurrent with the development of their specific project.</p>	<p>Prior to approval of the Project Financing Program and/or Plan</p>	<p>EGCSD and City of Elk Grove Development Services</p>
<p>MM 4.6.5.1</p>	<p>The project's general financing program and/or plan shall demonstrate that there are sufficient sources of funding to provide adequate law enforcement facilities and equipment for new officers required to maintain the one officer per 1,000 residents ratio with the addition of the project.</p>	<p>Prior to approval of the Project Financing Program and/or Plan</p>	<p>Elk Grove Police Department and City of Elk Grove Development Services</p>

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<p>MM 4.4.4</p>	<p>The project proponent shall ensure that a disclosure statement shall be recorded against the property and be provided to all prospective buyers of properties within the proposed plan area notifying such persons of the presence of existing and future noise-producing agricultural-related activities in the immediate Specific Plan area. The disclosure statement shall be reviewed and approved by City of Elk Grove Development Services.</p>	<p>Prior to each final subdivision map approval</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.1.2b</p>	<p>The project proponent shall ensure that a disclosure statement shall be recorded against the property and be provided to all prospective buyers of properties within the proposed plan area notifying such persons of the presence of existing and future noise-producing agricultural-related activities in the immediate Specific Plan area. The disclosure statement shall be reviewed and approved by City of Elk Grove Development Services.</p>	<p>Prior to the sale to prospective buyers</p>	<p>City of Elk Grove Development Services</p>	
<p>Prior to Issuance of Demolition Permits</p>				
<p>MM 4.5.2</p>	<p>Prior to the issuance of demolition permits for existing onsite structures, asbestos material sampling shall be conducted to determine if materials are present. Any identified asbestos containing building materials present in each of the structures to be dismantled shall be removed under acceptable engineering methods and work practices by a licensed asbestos abatement contractor prior to removal. These practices include, but are not limited to: containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agency (the Sacramento Metropolitan Air Pollution Management District).</p>	<p>Prior to the issuance of demolition permits</p>	<p>Sacramento Metropolitan APMD, City of Elk Grove Development Services</p>	

<p>MM 4.5.4a</p>	<p>Prior to the issuance of demolition permits for existing onsite structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations.</p>	<p>Prior to issuance of demolition permits</p>	<p>City of Elk Grove Development Services</p>
<p>MM 4.5.4b</p>	<p>The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations.</p>	<p>Prior to issuance of demolition permits and included in construction contracts.</p>	<p>City of Elk Grove Development Services</p>
<p>Prior to Issuance of Grading Permits or Approval of Improvement Plans</p>			
<p>MM 4.1.1</p>	<p>The applicant of subsequent projects shall protect one acre of existing farmland land of equal or higher quality for each acre of Prime Farmland, Unique Farmland or Farmland of Statewide Importance that would be developed as a result of the project. Areas of Prime Farmland and Farmland of Statewide Importance within the project site are depicted in Figure 4.1-1 of the Revised Draft EIR. This protection may consist of the establishment of farmland conservation easement, farmland deed restriction or other appropriate farmland conservation mechanism that ensures the preservation of that land from conversion in perpetuity, but may also be utilized for compatible wildlife habitat conservation efforts (e.g., Swainson's hawk foraging habitat mitigation). The farmland/wildlife habitat land to be preserved shall be located within Sacramento County, outside the City of Elk Grove city limits, bounded by Hood-Franklin Road, Kammerer Road, Grant Line Road and the Jackson Highway, by Dillard Road and Clay Station Road, by the Sacramento County line, and by the Sacramento River, and must have adequate water supply to support agricultural use. In deciding whether to approve the land proposed for preservation by the</p>	<p>Prior to the issuance of grading permits</p>	<p>City of Elk Grove Development Services</p>

	<p>Project applicant, the City shall consider the benefits of preserving farmlands in proximity to other protected lands. The preservation of off-site farmland may be done at one time, prior to the City's approval of the project's first grading permit, or may be done in increments with the build-out of the project, with preservation occurring prior to each grading permit approval. Grading plans shall include the farmland information contained in Figure 4.1-1 of the Revised Draft EIR and the acreage and type of farmland impacted. In addition, the City shall impose the following minimum conservation easement content standards:</p>
	<p>a) All owners of the agricultural/wildlife habitat mitigation land shall execute the document encumbering the land.</p>
	<p>b) The document shall be recordable and contain an accurate legal description of the agricultural/wildlife habitat mitigation land.</p>
	<p>c) The document shall prohibit any activity which substantially impairs or diminishes the agricultural productivity of the land. If the conservation easement is also proposed for wildlife habitat mitigation purposes, the document shall also prohibit any activity which substantially impairs or diminishes the wildlife habitat suitability of the land.</p>
	<p>d) The document shall protect any existing water rights necessary to maintain agricultural uses on the land covered by the document, and retain such water rights for ongoing use on the agricultural/wildlife habitat mitigation land.</p>
	<p>e) Interests in agricultural/habitat mitigation land shall be held in trust by an entity acceptable to the City and/or the City in perpetuity. The entity shall not sell, lease, or convey any interest in agricultural/wildlife habitat mitigation land which it shall acquire without the prior written approval of the City.</p>
	<p>f) The applicant shall pay to the City an</p>

	<p>agricultural/wildlife habitat mitigation monitoring fee to cover the costs of administering, monitoring and enforcing the document in an amount determined by the receiving entity, not to exceed 10% of the easement price paid by the applicant, or a different amount approved by the City Council, not to exceed 15% of the easement price paid by the applicant.</p> <p>g) The City shall be named a beneficiary under any document conveying the interest in the agricultural/wildlife habitat mitigation land to an entity acceptable to the City.</p> <p>h) if any qualifying entity owning an interest in agricultural/wildlife habitat mitigation land ceases to exist, the duty to hold, administer, monitor and enforce the interest shall be transferred to another entity acceptable to the City or to the City.</p> <p>Before committing to the preservation of any particular farmland pursuant to this measure, the Project proponent shall obtain the City's approval of the farmland proposed for preservation.</p>		
<p>MM 4.4.2</p>	<p>Prior to the commencement of pile driver operations in proximity to residential areas, an assessment of vibrations induced by pile driving at the site shall be completed. During indicator pile driving, vibrations should be measured at regular intervals to determine the levels of vibration at various distances from pile driving equipment. The indicator piles shall be driven at locations at least 400 feet from any existing residents. After monitoring, methods of reducing the peak ground velocities to less than 0.4 inches/second shall be determined and implemented during production pile driving. Methods to reduce vibrations, if needed, could include cut-off trenches, and the use of smaller hammers. The vibration reduction techniques to be used should be described in a note</p>	<p>Prior to any pile driving activities</p>	<p>City of Elk Grove Development Services</p>

	<p>attached to the construction plans for the project to be reviewed and approved by the appropriate City regulatory agency prior to issuance of building permits. This requirement shall be included as a note in all project construction plans.</p>			
<p>MM 4.3.1f</p>	<p>This mitigation measure shall be implemented by all subsequent projects within the Laguna Ridge Specific Plan. An individual project <u>may</u> be exempt from the following mitigation if it is less than 20 acres in size and will generate less than 400 pounds per day of NO_x, as determined by SMAQMD and the City. All other projects (not meeting the two exemption criteria) will be required to implement the following measures.</p> <p>(a) <u>Category 1: Reducing NO_x emissions from off-road diesel powered equipment.</u></p> <p>The prime contractor shall provide a plan for approval by the City of Elk Grove and SMAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve a fleet-averaged 20 percent NO_x reduction and a 45 percent particulate reduction compared to the most recent CARB fleet average. The prime contractor shall submit to the City of Elk Grove and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs; and.</p>	<p>Prior to and during construction activities.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	

<p>(b) <u>Category 2: Controlling visible emissions from off-road diesel powered equipment.</u></p>	<p>The prime contractor shall ensure that emissions from all off-road diesel powered equipment used on the Specific Plan area do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Elk Grove and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a month summary of the visual results shall be submitted to the City and SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulation.</p> <p>In the event construction equipment meeting the requirements set forth above is determined not to be available, the project applicant shall notify the City and SMAQMD. Upon verification that required low-emission construction equipment is not available, the City may waive this measure. This requirement shall be included as a note in all project construction plans.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>
<p>MM 4.3.2</p>	<p>The project applicant shall implement all measures proposed in the AQ-15 Plan provided in Appendix 4.3 of the Draft EIR for each subsequent project to reduce the emissions from both mobile and stationary sources. Each subsequent development project shall be checked for compliance with the AQ-15 Plan.</p>	<p>During all planning and development phases of the project.</p>

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<p>MM 4.8.4a</p>	<p>Within 30 days prior to commencement of construction activities, a pre-construction survey of land within 200 feet of all wetlands, channels, ponds, and other such waterways within the plan area shall be conducted by a qualified biologist retained by the City and funded by the project applicant who is approved by the Service's Sacramento Fish and Wildlife Office. In order to protect snakes, de-watering of areas within the site shall not occur prior to completion of the pre-construction surveys. The biologist will provide the Service with a field report form documenting the monitoring efforts within 24-hours of commencement of construction activities. The monitoring biologist shall be retained by the City and funded by the project applicant to routinely monitor construction activities. If a snake is encountered during construction activities, the monitoring biologist shall contact the City Development Services and will have the authority to stop construction activities until appropriate corrective measures have been completed or it is determined that the snake will not be harmed.</p> <p>Giant garter snakes encountered during construction activities should be allowed to move away from construction activities on their own. Capture and relocation of trapped or injured individuals can only be attempted by personnel or individuals with current Service recovery permits pursuant to Section 10(a) 1(A) of the Act. The biologist shall be required to report any incidental take to the Service immediately by telephone at (916) 979-2725 and by written letter addressed to the Chief, Endangered Species Division, within one working day. The project area shall be re-inspected whenever a lapse in construction activity of two weeks or greater has occurred.</p> <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	<p>30 days prior to grading and commencement of construction activities</p>	<p>USFWS and City of Elk Grove Development Services</p>
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<p>MM 4.8.4b</p>	<p>If a giant garter snake is identified within the plan area either during pre-construction surveys or during construction, the following shall occur:</p> <ol style="list-style-type: none"> 1. The City of Elk Grove shall be notified; 2. The City shall suspend all construction activities on the site of the sighting and along any water feature within the plan area that is hydrologically connected to the site of the sighting; 3. Protocol surveys shall be conducted by qualified biologists retained by the City and funded by the project applicant who are approved by the Service's Sacramento Fish and Wildlife Office; 4. The project applicant shall consult with the USFWS and CDFG to determine appropriate mitigation for the species and habitat loss, possibly including Section 10 consultation with the USFWS and Section 2081 consultation with the CDFG; and, 5. The project applicant shall provide the City with proof of the consultation and compliance with USFWS and CDFG mitigation requirements before construction activities may resume. <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	<p>Prior to and during construction activities</p>	<p>City of Elk Grove Development Services, CDFG and USFWS</p>	
<p>MM 4.8.4c</p>	<p>No grading or other construction activities shall be conducted from October 1 to April 30, which is the inactive period of the giant garter snake. More danger is posed to snakes during their inactive period, because they are occupying underground burrows or crevices and are more susceptible to direct effects, especially during excavation. A "no grading" period from October 1 to April 30 will apply to portions of the plan area located within 1,000 feet of ditches, canals, ponds, wetlands or other such areas. This mitigation</p>	<p>Prior to project grading and during construction activity</p>	<p>City of Elk Grove Development Services</p>	

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	measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes have been found.			
MM 4.8.4d	<p>Dewatering of ponds, ditches, canals and other such areas may begin any time after November 1, but no later than April 1 of the following year, once the absence of the species is determined or implementation of Mitigation Measure 4.8.4b has been completed. All water must be removed by April 15, or as soon thereafter as weather permits, and the habitat must remain dry without any standing water for 15 consecutive days after April 15 and prior to excavating or filling the dewatered habitat.</p> <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	Prior to and during construction activity	City of Elk Grove Development Services and CDFG	
MM 4.8.4e	<p>Construction personnel shall participate in a Service-approved worker environmental awareness program. Under this program, workers shall be informed about the presence of giant garter snakes and habitat associated with the species and that unlawful take of the animal or destruction of its habitat is a violation of the Act. Prior to construction activities, a qualified biologist approved by the Service shall instruct all construction personnel about: (1) the life history of the giant garter snake; (2) the importance of irrigation canals, marshes/wetlands, and seasonally flooded areas, such as rice fields, to the giant garter snake; and (3) the terms and conditions of the biological opinion. Proof of this instruction shall be submitted to the City and the Sacramento U.S. Fish and Wildlife Office.</p> <p>This mitigation measure does not apply to land areas where surveys within the active period of the snake have been conducted and no snakes were found.</p>	Prior to project grading and construction	U.S. Fish and Wildlife Service and City of Elk Grove Development Services	

<p>MM 4.8.7b</p>	<p>Prior to any and all subsequent construction activities in the plan area, a Swainson's hawk nest survey shall be conducted. The nest survey shall be conducted during the Swainson's hawk breeding season (March 15-August 31) and within 30 days of the start of construction activities for a 1/2-mile radius of the project site. In addition, a survey of the project site and areas within 500 feet of the project site shall be conducted once in April and once in May. If active Swainson's hawks nests are found, the applicant shall consult with the Department of Fish and Game and a qualified biologist shall be retained by the City and funded by the project applicant and clearing and construction shall be postponed or halted until additional nesting attempts no longer occur. If a nest tree is found on the subsequent project site prior to construction and is proposed for removal, then appropriate permits from CDFG shall be obtained and mitigation implemented pursuant to CDFG guidelines.</p>	<p>Prior to construction activities and throughout project construction</p>	<p>City of Elk Grove Development Services and CDFG</p>
<p>MM 4.8.8a</p>	<p>If construction is proposed during the raptor-breeding season (February–August), a focused survey for raptors (including burrowing owls), migratory bird nests, and bat roosts shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests onsite. If active nests are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. This 500-foot construction prohibition zone may be reduced based on consultation and approval by the California Department of Fish and Game. Trees containing nests, or burrows that must be removed as a result of project implementation shall be removed during the non-breeding season (late September to March). If no active nests are found during the focused survey, no further mitigation will be required. This mitigation measure does not apply to a Swainson's hawk nest. Because the Swainson's hawk is Federally protected</p>	<p>Prior to construction activities</p>	<p>City of Elk Grove Development Services and CDFG</p>

	<p>and a State threatened species, the removal of any tree containing an occupied hawk nest could severely affect nesting raptors, fledgling and/or eggs. Therefore, if an occupied Swainson's hawk nest tree is found on the subsequent project site prior to construction and is proposed for removal, then appropriate permits from CDFG shall be obtained pursuant to CDFG guidelines.</p>			
<p>MM 4.8.8b</p>	<p>Within 30 days prior to the onset of construction activities outside of the breeding season (September-January), a qualified biologist shall conduct a burrow survey to determine if burrowing owls are present in the plan area. If burrowing owls are observed on the site, measures shall be implemented to ensure that no owls or active burrows are inadvertently buried during construction. Such measures include: flagging the burrow and avoiding disturbance; securing and preserving suitable habitat offsite; passive relocation and/or active relocation to move owls from the site. All measures shall be determined by a qualified biologist and approved by the CDFG.</p>	<p>Prior to construction activities.</p>	<p>City of Elk Grove Development Services and CDFG</p>	
<p>MM 4.8.8c</p>	<p>All burrowing owl surveys shall be conducted according to CDFG protocol. The protocol requires, at a minimum, four field surveys of the entire site and areas within 500 feet of the site by walking transects close enough that the entire site is visible. The survey shall be at least three hours in length, either from one hour before sunrise to two hours after or two hours before sunset to one hour after. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible.</p>	<p>Thirty days prior to construction activities occurring between September 1 through January 31</p>	<p>City of Elk Grove Development Services and CDFG</p>	

	<p>disturbance to the nest will be minimized, shall be postponed or halted. Construction will not resume within the buffer until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The perimeter of the protected area shall be indicated by bright orange temporary fencing. No construction activities or personnel shall enter the protected area, except with approval of the biologist.</p>			
<p>MM 4.5.1</p>	<p>Soil sampling shall be conducted within the areas of potential herbicide/pesticide contamination as identified in Figure 4.5-3 of the Draft EIR. The soil samples shall be taken to assess the potential for persistent pesticide or herbicide residuals. If substances are detected at concentrations that could pose a health hazard and/or violate local, State, or Federal health standards, remediation of the affected areas shall be undertaken in accordance with the requirements of the City of Elk Grove and the Sacramento County Environmental Management Department. Development of the site shall not commence until the site is deemed remediated and clear for development by the City in consultation with the Sacramento County Environmental Management Department.</p>	<p>Prior to approval of improvement plans and/or grading plans for areas shown on Figure 4.5-4 of the Draft EIR.</p>	<p>City of Elk Grove Development Services and Sacramento Environmental Management Department.</p>	

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<p>MM 4.5.3b</p>	<p>Prior to approval of improvement plans and/or a grading permit, a detailed surface investigation shall be conducted to determine if former burn dumps, chemical dumps or ash are present within each subsequent project site. If any ash or burn sites are identified, surface and subsurface soil sampling shall be conducted to determine if contamination exists. If substances are detected at concentrations that could pose a health hazard and/or violate local, State, or Federal health standards, remediation of the affected areas shall be undertaken in accordance with the requirements of the City of Elk Grove and the Sacramento County Environmental Management Department. Development of the site shall not commence until the site is deemed remediated and clear for development by the City in consultation with the Sacramento County Environmental Management Department.</p>	<p>Prior to approval of improvement plans and/or grading plans.</p>	<p>City of Elk Grove Development Services and Sacramento County Environmental Management Department.</p>	
<p>MM 4.6.4.2b</p>	<p>All signalized intersections installed by the project developer shall be equipped with traffic pre-emption devices at the time of installation.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>	
<p>MM 4.6.4.2c</p>	<p>Prior to approval of individual subdivision improvement plans, the water supply system plans for the subdivisions shall be reviewed by the City and Sacramento County Water Agency (SCWA) to ensure adequate fire flows for the project as specified by the EGCSD Fire Department.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services & Sacramento County Water Agency (SCWA)</p>	
<p>MM 4.6.4.2d</p>	<p>All dead-end streets in excess of 150 feet in the Laguna Ridge Specific Plan area shall have emergency vehicle turn-arounds approved by the Elk Grove Community Services District Fire Department.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>	

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<p>MM 4.6.4.2e</p>	<p>Prior to approval of individual subdivision improvement plans, the project applicant shall demonstrate that all required roadways, water mains, fire hydrants, and fire flow necessary to serve the subdivision shall be provided prior to the existence of any combustible construction of storage and that the installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, meets the standards of the EGCDFD and the Sacramento County Water Agency. The roadways shall be constructed to a 20-foot minimum width with an impervious surface to the satisfaction of the Elk Grove CSD and shall have good drainage.</p>	<p>Prior to improvement plan approval</p>	<p>EGCSD, Sacramento County Water Agency and City of Elk Grove Development Services</p>
<p>MM 4.7.1</p>	<p>The project applicant shall submit to the City of Elk Grove proof that a Storm Water Pollution Prevention Plan (SWPPP) has been submitted to the California Regional Water Quality Control Board, Central Valley Region. The SWPPP shall be administered throughout all phases of grading and project construction. The SWPPP shall be included with all subsequent project improvement and grading plans and shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. Examples of BMPs that may be implemented during site grading and construction could include inlet filters, filter barriers, silt fences, and sedimentation basins. The SWPPP shall be consistent with the City's NPDES permit (NPDES No. CAS082597).</p>	<p>Prior to the approval of subsequent improvement plans and grading plans and noted on plans</p>	<p>City of Elk Grove Public Works, and RWQCB</p>
<p>MM 4.7.3a</p>	<p>Biofilter swales and vegetated strips shall be placed in the bottom of channel areas and be designed to provide biofiltration of pollutants in project runoff. The project engineer shall consult with the City when designing these areas, and the developer shall submit designs of the areas to the City for review and approval prior to approval of the improvement plans. Water quality control features shall be consistent with the City's NPDES permit (NPDES No. CAS082597).</p>	<p>Prior to approval of improvement plans for each water quality facility</p>	<p>City of Elk Grove Public Works, and CVRWQCB</p>

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<p>MM 4.6.4.2f</p>	<p>Within the Specific Plan Area, the following requirements will be met:</p> <ol style="list-style-type: none"> 1. Non-combustible fences shall be provided along all developed areas adjacent to wetlands/creeks/open spaces. 2. Access shall be provided to all wetland corridors at the end of cul-de-sacs via rolled curbs and gates to the satisfaction of the EGCSDFD. Bike lanes adjacent to creeks shall be a minimum of 10 feet wide with a turning radius of not less than 35 feet inside and 45 feet outside. All bike paths shall be paved with 2 inches of AC over 4 inches of AB compacts to 95 percent. 3. Any bridges over creeks or wetland areas shall be capable of supporting 65,000 GVW. 4. At least 10 feet of greenbelt or other defensible space between noncombustible fences and the creek/wetland areas shall be provided. 	<p>Prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>
<p>MM 4.7.3c</p>	<p>All plan area storm drains shall provide a permanent storm drain message "No Dumping – Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in place, adjacent to the inlet (for parking lots and areas without curbs).</p>	<p>Prior to improvement plan approval for drainage facilities</p>	<p>City of Elk Grove Public Works</p>

<p>MM 4.8.1c</p>	<p>For trees that are planned to be removed and which meet the criteria contained in the City's Tree Preservation Ordinance (as amended) and the City of Elk Grove Draft General Plan Conservation and Air Quality Element, a tree mitigation plan shall be submitted to the City of Elk Grove in accordance with City requirements. Protected trees shall be replaced on a no-net-loss basis.</p> <p>Tree mapping required under mitigation measure MM 4.8.1a will delineate all protected trees planned to be removed. Mitigation areas, if needed, shall be within the plan area limits in landscape corridors and designated open space areas, if feasible. However, if the applicant demonstrates that onsite mitigation is not feasible, offsite mitigation within the city limits will be acceptable. Should the applicant contract with an organization for offsite tree mitigation, the City of Elk Grove shall review and may approve the contract if it meets the no-net-loss requirement and is otherwise deemed appropriate. The mitigation plan shall include the following components:</p> <ol style="list-style-type: none"> 1. Number, location, size, and species of the replacement trees to be planted; 2. Methods of irrigation for planted trees; 3. Planting and maintenance schedule; and 4. Plan for care of planted trees for a three-year establishment period and replacement of any planted trees that do not survive. 	<p>Prior to issuance of grading permit</p>	<p>City of Elk Grove Development Services</p>	
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<p>MM 4.8.7a</p>	<p>As a condition of approval of subsequent development (i.e., approval of improvement and construction plans), including offsite improvements, under the Plan, the project applicant shall mitigate the loss of Swainson's hawk foraging and/or nesting habitat by one of the following methods:</p> <ul style="list-style-type: none"> • Preserve 1.0 acre of similar habitat for each acre lost due to project implementation. This land shall be protected through a fee title or conservation easement acceptable to the CDFG and the City of Elk Grove. The applicant shall be responsible for funding the operation and maintenance and/or monitoring of the protected land. • Prepare and implement a Swainson's hawk mitigation plan to the satisfaction of the CDFG that includes the preservation of Swainson's hawk foraging habitat. • Mitigate impacts in compliance with Chapter 16.130 of the City of Elk Grove Code as such may be amended from time to time and to the extent that said chapter remains in effect. This option shall be suspended until Chapter 16.130 is amended to eliminate the mitigation fee option so that it is available only to projects that do not exceed 50 acres in size. <p>Compliance with this mitigation measure may be fulfilled in combination with the implementation of Mitigation Measure MM 4.1.1 if the CDFG determines that farmland preserved under MM 4.1.1 also qualifies as suitable Swainson's hawk foraging habitat.</p>	<p>Prior to approval of improvement and construction plans</p>	<p>City of Elk Grove Development Services and CDFG</p>	
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<p>MM 4.9.1</p>	<p>Prior to issuance of a grading permit for each subsequent project, the project applicant shall submit to the City an erosion control plan, which will utilize best construction practices to limit the erosion effects of the proposed project. Measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Hydro-seeding • Placement of loose straw and/or straw bales within drainage ways and ahead of drop inlets; • The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric); • The placement of straw wattles along slope contours; • Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to washout wherever they feel like); and • The use of siltation fences. 	<p>Prior to the issue of grading permit and during construction</p>	<p>City of Elk Grove Development Services, Public Works</p>	
<p>MM 4.11.2a</p>	<p>A lighting plan shall be developed and provided with improvement plans for each subsequent non-residential project to ensure that parking lot pole lights and streetlights shall be fully hooded and back shielded to reduce the light "spillage" and glare, prohibit the illumination from breaking the horizontal plane, and ensure that lighting not exceed the standard illumination of two-foot candles along the property lines of adjoining land uses. The two-foot candle lighting standard shall also apply to all park and school facilities where stadium lighting may be installed and used.</p>	<p>Prior to approval of improvement plans for all subsequent public and private projects.</p>	<p>City of Elk Grove Development Services, Elk Grove Community Services District and Elk Grove Unified School District.</p>	

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<p>MM 4.3.1a</p>	<p>The project applicant shall require that the contractor water all exposed surfaces, graded areas, storage piles and haul roads at least twice daily during construction. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD</p>	
<p>MM 4.3.1b</p>	<p>The project applicant shall require that the contractor minimize the amount of material actively worked, the amount of disturbed area, and the amount of material stockpiled. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	
<p>MM 4.3.1c</p>	<p>The project applicant shall require that the contractor limit vehicle speed for onsite construction vehicles to 15 mph. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	
<p>MM 4.3.1d</p>	<p>The project applicant shall require paved streets adjacent to construction sites to be washed or swept daily to remove accumulated dust. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD</p>	
<p>MM 4.3.1e</p>	<p>The project applicant shall require that, when transporting soil or other materials by truck during construction, two feet of freeboard shall be maintained by the contractor, and that the materials be covered. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	
<p>MM 4.3.1g</p>	<p>The project applicant shall require contractors to implement ridesharing programs for construction employees traveling to and from the site. This requirement shall be included as a note in all project construction plans.</p>	<p>During all grading and construction phases of the project.</p>	<p>City of Elk Grove Development Services and SMAQMD.</p>	

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<p>MM 4.4.1a</p>	<p>Site preparation and construction activities shall be limited to between the hours of 6:00 A.M. to 8:00 P.M., Monday through Friday, and 7:00 A.M. to 8:00 P.M. on Saturday and Sunday (City of Elk Grove Noise Control Ordinance, Section #6.68.090 [e]). Furthermore, construction equipment maintenance shall be limited to the same hours. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1b</p>	<p>All construction equipment shall be equipped with appropriate mufflers in good working condition. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1c</p>	<p>Construction staging areas shall be located as far from noise-sensitive uses as is feasible. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1d</p>	<p>Stationary construction equipment shall be located as far from noise sensitive uses as feasible, and temporary or portable acoustic barriers shall be installed around the equipment/work area when within 100 feet or less of residential properties or other sensitive uses. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	
<p>MM 4.4.1e</p>	<p>Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted on a sign no larger than 4 foot by 8 foot at all construction entrances to allow for surrounding and onsite property owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. This requirement shall be included as a note in all project construction plans.</p>	<p>During all construction phases of the project</p>	<p>City of Elk Grove Development Services</p>	

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<p>MM 4.6.4.1</p>	<p>As a condition of subsequent development entitlements, uses constructed in the Plan area shall meet the minimum necessary fire flow and other standard fire protection and life safety requirements identified in the Uniform Fire Code, Uniform Building Code, and other applicable state regulations. Construction sites shall ensure adequate on-site water supply and all-weather access for fire-fighting equipment and emergency vehicles before framing can occur. The applicant shall also pay the Fire Protection Development Fee in effect at the time of building permit issuance. These requirements shall be noted on all construction plans.</p>	<p>During construction activities and prior to improvement plan approval</p>	<p>EGCSD and City of Elk Grove Development Services</p>	
<p>MM 4.10.1b</p>	<p>In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil indicative of an archaeological midden that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during on-site or off-site construction, all work within 100 feet of the find shall cease and Development Services shall be notified. An archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards shall be contacted to determine if the resource is significant and to determine appropriate mitigation. Any artifacts uncovered shall be recorded and removed to a location to be determined by the archaeologist. The discovery of human remains shall also be reported to the County Coroner in accordance with Section 7050.5 the California Health and Safety Code, and the Native American Commission for further investigation. If the remains are determined to be Native American, the Native American Commission shall inform the most likely descendent and will determine the appropriate disposition of the remains and grave goods.</p>	<p>During construction activities</p>	<p>City of Elk Grove Development Services</p>	

Prior to Issuance of Building Permits			
MM 4.6.1.1b	As a condition of subsequent development applications, uses constructed on the property shall incorporate into the building plans water conservation measures including drought tolerant landscaping with low fuel potential, low-flow toilets, urinals, shower heads, lavatory faucets, and sink faucets, as well as insulation to reduce water uses before hot water reaches equipment or fixtures.	Prior to issuance of each building permit	City of Elk Grove Development Services
Prior To Issuance of Occupancy Permits			
MM 4.1.2a	All of the landscape corridors directly adjacent to the project area that are located between existing agricultural operations or agriculturally zoned properties and the project area shall be fully improved and functional prior to the occupancy of any residence that adjoins the subject corridor.	Prior to issuance of occupancy permits	City of Elk Grove Development Services
MM 4.11.2.b	Non-glare glass shall be used in all non-residential buildings to minimize and reduce impacts from glare. Office and commercial buildings, which are allowed to use semi-reflective glass, must be oriented so that the reflection of sunlight is minimized. This requirement shall be incorporated into the Specific Plan and reflected in subsequent development applications.	Types of non-glare glass shall be specified on final development plans for subsequent commercial and office projects, and installed prior to building occupancy	City of Elk Grove Development Services

**Attachment 2
Laguna Ridge Specific Plan
Infrastructure Phasing Plan**

Laguna Ridge Specific Plan
Infrastructure Phasing Checklist

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Project Description	PHASE I & II				PHASE III								PHASE IV																	
	1 - Del Webb	2 - R&B North	3 - Non-Participant	4 - Jackson	5 - Elk Grove	6 - Taylor Properties	9 - Pulte Homes	10 - R&B South	11 - Non-Participant	20 - Non-Participant	21 - Centex Homes	22 - Mortgage Homes	23 - Non-Participant	24 - Non-Participant	25 - Non-Participant	26 - Treasure Homes	27 - Non-Participant	28 - Ryland Homes	6 - Elk Grove Auto Mall Ph III	7 - R&B East	8 - Zehner	12 - Bayless	13 - Sun Grove Church	14 - Pappas	15 - Non-Participant	16 - Non-Participant	17 - R&B Home	18 - Non-Participant	19 - Non-Participant	
Elk Grove Blvd	X	X	X	X	X																									
R-1.2 Elk Grove Blvd	X	X	X	X	X																									
R-2.1 Elk Grove Blvd (Frontage and Auxiliary Lane Improvements)	X	X	X	X	X																									
P-2.2 S. Elk Grove Blvd (Streets)	X	X	X	X	X																									
Bruceville Road	X	X	X	X	X																									
R-1.2 Bruceville Road (Whitelock Parkway to Poppy Ridge)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-1.3 Bruceville Road (Poppy Ridge to Street "A")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-1.4 Bruceville Road (Street "A" to Street "E")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-1.5 Bruceville Road (Street "E" to Billy Rd)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Big Horn Blvd	X	X	X	X	X																									
R-3.1 Big Horn Blvd (Elk Grove Blvd to Civic Center Drive)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.2 Big Horn Blvd (Civic Center Drive to Street "B")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.3 Big Horn Blvd (Street "B" to Laguna Ridge Road)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.4 Big Horn Blvd (Laguna Ridge Rd to Whitelock Parkway)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.5 Whitelock Road to Old Poppy Ridge Road						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.6 (Old Poppy Ridge Road to Street "D")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.7 (Street "D" to Billy Road)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-3.8 (Street "F" to Billy Road)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Whitelock Parkway	X	X	X	X	X																									
R-4.1 Whiteblock Parkway (Bruceville to Paseo)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-4.2 Whiteblock Parkway (Paseo to Big Horn Blvd) (including landscaping)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-4.3 Whiteblock Parkway (Big Horn Blvd to Street "G1")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-4.4 Whiteblock Parkway (Street "G1" to Street "G2")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-4.5 Whiteblock Parkway (Street "G2" to Laguna Ridge Road)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Laguna Springs Drive	X	X	X	X	X																									
R-5.1 Laguna Springs (Elk Grove Blvd to Civic Center Dr)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-5.2 Laguna Springs (Civic Center Dr to Laguna Ridge Rd)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Laguna Ridge Road	X	X	X	X	X																									
R-5.1 Laguna Ridge Road (Bighorn Blvd to Laguna Springs Dr)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-5.2 Laguna Springs Road to Street "H"						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-5.3 (Street "H" to Whiteblock Parkway)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Old Poppy Ridge Road	X	X	X	X	X																									
R-6.1 Old Poppy Ridge Road						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Billy Road																														
R-7.1 (Bruceville Road to Street "C")						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-7.2 (Street "C" to Local Street)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
R-7.3 (Local Street to Big Horn Blvd)						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

* The City may allow alternative to the Phasing Checklist for RD-15, RD-20, and non-residential and users if it determines that adequate infrastructure and circulation are provided. While the identified infrastructure projects within a given phase may be required for these uses, each RD-15, RD-20, or non-residential development project will be evaluated on a case by case basis.

**Attachment B
Comment Letters**



Interoffice Memorandum

TO: Darcy Goulart, Planner
Planning

FROM: Guy Nakano, Senior Civil Engineer *GN*
Public Works

DATE: 6/23/05

RE: Allen Ranch
Control No.: EG-03-493
APN: 132-0280-001 & 002
Location: SE & SW corner of Elk Grove Blvd and Laguna Springs Dr

Public Works has reviewed the above reference project. The application has not provided the required information for Public Works to adequately condition this project for a design review. For Public Works to adequately review the project the following items must be provided:

- The cross-section for Elk Grove Blvd is incorrect (refer to Laguna Ridge Specific Plan). Modify this.
- SC Lot 12 is not a buildable lot. Dedicate SC Lot 12 into part of the landscape corridor/parkway or do a lot line adjustment to combine Lot 12 with another lot.
- Identify the proposed time frame for when the temp 20' EVA, on single family lots 12 and 52, is being requested and how access will be taken from Lotz Parkway and Civic Center Drive.
- Driveway for BP/SC Lots 1, 2 and 6 shall not be allowed along Laguna Springs Drive. Access will be taken from adjacent lots.
- Remove all proposed driveway locations/movements for all the commercial/retail lots on the tentative map. Driveway locations and access limitations will be determined at the design review of each parcel.
- Connect G Street, via a 40' wide paseo at approximately lots 4/5, to the future street on the west side of Laguna Springs Drive. A driveway on the westside of Laguna Springs Drive in the vicinity of the paseo will not be allowed. The paseo will provide pedestrian access from the subdivision to Laguna Springs Drive.
- Lot 7, 8, 9, 10 and 11 shall be combined into one lot. This single lot will take access from Civic Center Drive and driveway location will be determined when design review application comes in.
- All trees that are in fair condition shall be relocated or remained. Trees that are in poor condition need more justification for removal.
- Vertical curbs shall be required adjacent to all planter strips.

- F Street, from G Street to D Street, shall be aligned with J Street to provide additional on-street parking for the park site to the west.
- On future submittal all deviations must be called out in a separate table and not included in the project note section.
 - Deviation sub-mod #1 shall be approved by Public Works.
 - Deviation sub-mod #2 shall be approved by Public Works.
 - Deviation sub-mod #3 will not be approved by Public Works. This will require a redesign for a standard cul-de-sac.
- A visibility easement may be required on single family lot 1 at the southeast corner of J Street and I Street.
- Traffic calming will be conditioned on J/F Street and G Street.
- This project contains a number of roadways that are supposed to be dedicated and constructed in Phase 1 of Laguna Ridge. If this is the case, the roadways will not be a part of this map. The map will need to show clearly the delineation of the limits of the roadways that "were" dedicated and provide a label that indicates the instrument used to dedicate.



Interoffice Memorandum

TO: Darcy Goulart, Planner
Planning

FROM: Guy Nakano, Senior Engineer *for*
Public Works

DATE: 7/1/05

RE: Allen Ranch
Control No.: EG-03-493
APN: 132-0280-001 & 002
Location: SE & SW corner of Elk Grove Blvd and Laguna Springs Dr

Public Works has reviewed the above reference project and enclosed are the proposed conditions for approval in addition to the conditions circulated on Monday June 27, 2005. Please keep us advised as to the status of this project.

<u>Conditions of Approval / Mitigation Measure</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
<p>Provide reciprocal access easement agreements between the following parcels</p> <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 <p>The location of the access point(s) must be to the satisfaction of Public Works.</p>	Final Map	Public Works	
<p>Include the following dedications with respect to Lot 12SC:</p> <p>We hereby dedicate to the City of Elk Grove the right to restrict the erection of buildings or other structures on and over Lot 12SC.</p> <p>As a dedication to public use, while all of Laguna Springs Blvd. within this subdivision remains a public street, we hereby grant to the City of Elk Grove, the right to restrict direct vehicular ingress and egress to the said street.</p>	Final Map	Public Works	
<p>Elk Grove Blvd shall be dedicated, designed and installed as identified on the Elk Grove Blvd Improvement plans</p>	Final Map	Public Works	
<p>Remove the temporary emergency vehicle easement on single family lots 12 and 52.</p>	Final Map	Public Works	
<p>A visibility easement, if required, shall be placed on single family lot 1 at the southeast corner of J Street and I Street. All other lots shall conform to the City of Elk Grove's visibility easement requirements.</p>	Final Map	Public Works	
<p>For all single family corner lots an access restriction shall be placed on the property from the driveway around the corner to the property line of the side yard.</p>	Final Map	Public Works	
<p>Dedicate and install all internal streets as shown in the Allen Ranch tentative subdivision map including the modification identified in subsequent conditions, in accordance with the City of Elk Grove Improvement</p>	Final Map	Public Works	

Conditions of Approval / Mitigation Monitoring and Reporting Program

<u>Conditions of Approval / Mitigation Measure</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
Standards and to the satisfaction of Public Works. All streets improvement will be constructed prior to building permit.			
Comply with all NPDES Permit and City's Stormwater Ordinance requirement before, during, and after construction as require by the Permit and the Ordinance and in accordance with the latest version of the Guidance Manual of On-site Stormwater Quality Control Measure. That includes but not limited to the use of appropriate Best Management Practices (BMPs) measures.	Grading Permit and/or deemed needed by Public Works	Public Works	
All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Improvement Plans	Public Works	
All driveways must be designed and constructed to the satisfaction of Public Works and to the appropriate section of 4-10 Driveways in the City of Elk Grove Improvement Standards.	Improvement Plans	Public Works	
The internal circulation and access for all shopping center and business professional lots shall be subject to the review and approval by Public Works.	Improvement Plans	Public Works	
Provide calculation and layout showing drainage areas and the pipe capacity in conformance with the 1996 Hydrology Standards Volume II and City of Elk Grove Improvement Standards. Show the manner in which overland flows are to be conveyed for a point of discharge.	Improvement Plans	Public Works	
Vertical curbs shall be designed and installed adjacent to all planter strips	Improvement Plans	Public Works	
Modify the eastern end of 'B' Street to terminate at the extension of the westerly border of Lot 2. Lot 2 shall extend south to Lot 3	Improvement Plans	Public Works	

<u>Conditions of Approval / Mitigation Measure</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
<p>F Street, from G Street to D Street, shall be aligned with J Street to provide additional on-street parking for the park site to the west to the satisfaction of Public Works. Sidewalks shall be provided on both sides of J Street and the realigned F Street. Adjacent to the park sidewalks shall be 8' wide.</p>	<p>Improvement Plans</p>	<p>Public Works</p>	
<p>The location of driveway access point(s) must be to the satisfaction of Public Works and no closer than 250-feet from any intersection (measured from the return). Permitted driveways shall be allowed in the following areas</p> <ul style="list-style-type: none"> • Three driveway accesses may be provided on Laguna Springs Drive on the following segments <ul style="list-style-type: none"> ○ on the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center Drive ○ on the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway ○ on the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd • Two driveway accesses may be provided on Elk Grove Blvd. No trees will be removed to provide for said access. • One driveway access may be provided on Lotz Parkway. • Additional access points may be proposed during the design review process for each lot. 	<p>Improvement Plans</p>	<p>Public Works</p>	
<p>Access for all shopping center and business professional lots shall be restricted to right-in/right out. Additional access, left-in and left-out shall be evaluated at improvements plan.</p>	<p>Improvement Plan</p>	<p>Public Works</p>	

Conditions of Approval / Mitigation Monitoring and Reporting Program

<u>Conditions of Approval / Mitigation Measure</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and signature)</u>
The driveway for single family lot 1 shall be at the eastern end of 'B' Street	Improvement Plan	Public Works	
Install to the satisfaction of Public Work, three sets of speed cushions on G Street and J/F Street, for a total of six sets of speed cushions. Speed cushion locations shall be approved by Public Works and shall be located to avoid driveway conflicts. If approved by Public Works other traffic calming, such as bulb outs may be substituted for speed cushion.	Improvement Plan	Public Works	
All driveways shall require an encroachment permit. At that time the curb, gutter, sidewalk and all public improvements shall be evaluated to determine if those improvements need to be repaired/reconstructed.	Encroachment Permit	Public Works	
All street intersections, public or private, within one block of the proposed project, applicant shall install and/or replace street name signs in accordance with the City of Elk Grove Standard Details.	Building Permit	Public Works	



CITY OF ELK GROVE
POLICE DEPARTMENT
Inter-Department Correspondence

Chief
Robert Simmons

February 24, 2004

Elk Grove Planning Department
Darcy Goulart, Planner
8400 Laguna Palms Way
Elk Grove, CA 95758

Dear Ms. Goulart:

This letter is in response to the application EG-03-493, Allen Ranch. The Police Department has reviewed the application and found the below listed issue which we would like to see addressed before the project moves forward.

As drawn this project creates an issue for law enforcement, it does not incorporate the concepts of Crime Prevention Through Environmental Design (CPTED). This project proposes the creation of 163 single family lots; however, there are only two points of vehicular access on the opposing north and south sides. The Police Department recommends extending "G" Street through the proposed 20' pedestrian access easement terminating at Laguna Springs Drive thereby increasing traffic flow and reducing congestion.

This issue needs to be addressed to allow the Police Department to adequately provide public safety and law enforcement responses to this project.

We request to be notified of significant changes in order to provide future comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Weiler".

Jeffrey Weiler
Community Service Officer
Elk Grove Police Department



COUNTY OF SACRAMENTO
MUNICIPAL SERVICES AGENCY – CHERYL CRESON, ADMINISTRATOR
JOHN O'FARRELL, DEPUTY ADMINISTRATOR

Department of Water Resources

Including service to the Cities of Citrus Heights, Elk Grove and Rancho Cordova

Keith DeVore, Director

Date: April 6, 2005
To: Darcy Goulart
City of Elk Grove - Planning Department
From: Darrell Eck *DE*
Water Supply - Zone 40 Planning and Development
Subject: Allen Ranch
EG-03-493

Water Supply has reviewed the above application and submits the following conditions and comments:

- Water supply will be provided by the Sacramento County Water Agency.
- ✓ • Provide public water service to each building to the satisfaction of Sacramento County Water Agency.
- ✓ • Provide separate public water service to each parcel and dedicate water pipeline easements to the satisfaction of Sacramento County Water Agency prior to Final Map approval.
- ✓ • Destroy all abandoned wells on the proposed project site in accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvement plans for the project. Prior to abandoning any existing agricultural wells, applicant shall use water from agricultural wells for grading and construction.
- ✓ • Provide a non-potable water distribution system to the satisfaction of the Sacramento County Water Agency (SCWA). When available, the applicant shall use non-potable water during grading and construction. Irrigation water service for all areas identified on the SCWA/MWH 2004 Sacramento County Recycled Water Distribution Modeling Study shall be provided from the Non Potable system.
- ✓ • Sacramento County Water Agency (SCWA) will not issue water connection permits nor will building permits be issued for houses adjacent to proposed SCWA well sites until the well hole is constructed and accepted by SCWA. SCWA will determine which lots are the adjacent lots and these lots will be shown on the improvement plans.
- ✓ • Sacramento County Water Agency will not approve improvement plans until a contract has been awarded for the construction of the "Big Horn Water Treatment Plant".

Page 1 of 2

- ✓ • Sacramento County Water Agency (SCWA) will not issue water connection permits until the “Big Horn Water Treatment Plant” has been accepted for operation by SCWA
- ✓ • Project proponents, future successors or interests shall dedicate a minimum 100ft x 100ft water well site located at lot “A” and necessary easements to the satisfaction of the Sacramento County Water Agency (SCWA). Acceptance and approval of the site shall be subject to meeting Department of Health Services (DHS) setback requirements and obtaining acceptable results from hydrogeologic evaluations (exploratory drilling). If these conditions cannot be satisfied, then an alternate site on the Allen Ranch Subdivision shall be selected by SCWA and similarly evaluated. Prior to final map approval or signing of improvement plans whichever occurs first, the project proponent shall grant right-of-entry to SCWA to conduct hydrogeologic evaluations. Prior to final map recordation or signing of improvement plans whichever occurs first the property owner shall enter into a reservation agreement with SCWA consistent with Chapter 22.50 of the Sacramento County Code (City of Elk Grove Code) and Government Code Title 7, Division 2, Article 4. SCWA will not sign improvement plans until the project proponents, future successors or interests have entered into a purchase agreement for said well site.
- ✓ • Prior to final map recordation or signing of improvement plans whichever occurs first, the Sacramento County Water Agency requires either fee simple title or purchase agreements for the ‘Big Horn Water Treatment Plant’ site and the ‘Laguna Ridge Water Treatment Plant’ site as identified in the most current approved Laguna Ridge Specific Plan Water Supply Master Plan.
- ✓ • Require water intensive commercial and industrial building permit applicants to conduct a water use efficiency review and submit the findings in required environmental documentation for the project.
- ✓ • Require efficient cooling systems, re-circulating pumps for fountains and ponds, and water recycling systems for vehicle washing as a condition of service.

The following requirements are project conditions not subject to tentative map approval:

Prior to the issuance of any building permits for the project, the project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.

Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Elk Grove Water Conservation Ordinance (formerly Chapter 14.10 of the Sacramento County Code) to the satisfaction of the City’s Landscape/Oak Tree Coordinator

If you have any questions, please feel free to call me at (916) 874-8433 or email me at GardnerB@SacCounty.net

Zone 40: Yes
 Zone 41: Yes

Cc: file

MARTIN C. HUGHES, LANDSCAPE ARCHITECT

1620 Markham Way
Sacramento, CA 95818
Phone Number: 916-442-5404
Fax number: 916-442-5449
mhughes319@aol.com

MEMORANDUM

February 17, 2005

To: Darcy Goulart. Senior Planner
Planning
Development Services
City of Elk Grove

From: Martin Hughes 
Landscape Architect

Subject: Allen Ranch - Tentative Subdivision Map
APN: 132-0280-001 & 002
EG-03-493

Pursuant to your request I have field reviewed site and have reviewed the Tentative Subdivision Map (TSM) for the above referenced project and have the following comments, recommendations and recommended conditions of approval.

Comments:

1. An Arborist Report for the existing trees on the site has not been provided.
2. The TSM proposes to remove 20 Valley Oak trees as part of constructing Laguna Springs Drive. Of the 20 Valley Oaks, Tree #846 is in poor condition. Approximately 346 diameter inches of Valley Oaks, in fair condition, are proposed for removal.
3. The TSM proposes widening of Elk Grove Boulevard at Laguna Springs Drive for a right hand turn lane. This widening looks to be removing Tree #s 30, 31, 32, 33, and 34. These trees have not been identified as to species, trunk diameters, drip line radius and condition.
4. The development of the residential subdivision proposes to remove 14 Valley Oak trees. Of the 14 Valley Oaks, Tree #859 is in poor condition and Tree # 860 is dead. Approximately 341 diameter inches of Valley Oaks, in fair condition, are proposed for removal.
5. Trees #s 765 and 771 are proposed for removal, but the trees are shown to be in fair condition and at the property line of the landscape easement along Laguna Ridge Road. Is there a reason for their proposed removal?
6. Tree #s 866, 867, 881, 882, 883, and 884, are shown to be saved but are not identified as to species, trunk diameter, etc.
7. Tree #s 861, 862, 880 and 886 are large Valley Oaks and are proposed to be removed because of the proposed small lot size.
8. Tree #s 765 to 779 are not identified.
9. Are Tree #s 780, 799 and 809 part of this project?
10. There are a lot of existing trees on the proposed TSM that are not

identified

Recommendations:

11. Applicant shall submit an Arborist Report for **all** of the trees within the Tentative Subdivision Map's influence. The report shall include a map locating all trees to be saved and removed by tree numbers.
12. The single family lots that back up to the 36-foot wide landscape easement along Laguna Ridge Road will have a difficult time developing their back yards. Suggest widening the landscape easement to include the native oak tree drip lines
13. Save trees larger than 20" DBH (especially Tree #s 861, 862, 880 and 886) should have their root crowns investigated to confirm the trees are structurally sound. Root crown investigations shall be performed by an ISA Certified Arborist and a written report on these trees' conditions shall be submitted to the City for review and recommendations.
14. Mitigate approximately 346 diameter inches for removing Valley Oaks in proposed subdivision roadways.
15. If Tree #s 861, 862, 880 and 886 are found to be in fair health and structure, enlarge the 3 lots surrounding the oaks to 2 large lots, see attached plan.
16. If Tree #s 866 and 867 are native oaks and in fair condition, enlarge Lot 45 to accommodate saving the trees and constructing a house outside the protected drip line.
17. The proposed landscape easement along future Elk Grove Boulevard should be a continuous 36-foot wide, especially along the right hand turn lane for Laguna Springs Drive.
18. The proposed landscape easement on the north side of Civic Center Drive should be widened to 25-feet to be the same as the other SC parcels.
19. The proposed landscape easement on the north side of Parcel 1, BP should also be widened to 25 feet.

Recommendations for Conditions of Approval

20. All trees not approved for removal shall be saved until approved for removal by the City.
21. Approve the removal of Tree #s 35, 36, 37, 38, 39, 780, 799, 809, 845, 847, 848, 849, 850, 851, 852, 956, 957, 958 and 959 for construction of Laguna Springs Drive. Mitigate 346 diameter inches of native oaks.
22. Approve the removal of Tree #s 763, 764, 765, 771, 859, 866, 867, 885, and 1216 for the construction of the single family subdivision. Mitigate 154 diameter inches of native oaks.
23. Enlarge residential lots with Tree #s 861, 862, 880, and 886, if the trees are found to be healthy and structurally sound. Development Plan Reviews are required for these lots if the existing trees are saved and protected.

24. Approve the removal of Trees #s 30, 31, 32, 33, and 34 for the widening of Elk Grove Boulevard. Mitigate for all healthy Valley Oaks to be removed for the widening of Elk Grove Boulevard.
25. Prior to the issuance of any permits for grading, building or any other site improvements, or the recordation of any Final Subdivision Maps on the subject property, whichever occurs a Tree Replacement Plan shall be prepared by a certified arborist or landscape architect to mitigate for the loss of native trees 6-inch dbh or larger and all non-native trees larger than 18-inch dbh or larger that are proposed for removal or that would be adversely affected by the project. The Plan shall comply with the City code and General Plan polices and be submitted to the City for review and approval. The current policies require that every trunk diameter lost shall be mitigated by an inch planted or funds placed in the tree mitigation fund. Mitigation funds for one-inch of native/ornamental tree removed shall be \$200.00 per trunk diameter. Mitigation can occur on site or off site. The Plan shall include the following elements:
 - Species, size and locations of all replacement trees plantings. Replacement trees shall not be planted in lawn areas or in front yards of residential lots;
 - Method of irrigation, a 3 year monitoring program and a 3 year maintenance program and name contractor to maintain replacement trees.
 - The City of Elk Grove Standard Tree Planting Detail L-1, including the 10-foot depth boring hole to provide for adequate drainage.
26. Landscape plans for the landscape easements shall incorporate the City's Water Conserving Landscape Requirements. Plans shall be submitted to the Planning Department and to the Public Works Department for review and approval.
27. Landscape plans for the SC and BP zoned parcels shall incorporate the City's Water Conserving Landscape Requirements. Plans shall be submitted to the Planning Department and to the Public Works Department for review and approval.
28. Each residential subdivision with three or more model homes, the developer shall submit landscape plans and install landscaping for one model which incorporates the City's Water Conserving Landscape Requirements.
29. Upon completion of the installation of the landscaping for then each SC and BP lots, landscape easements and model homes, the project landscape architect/designer shall certify that the installed landscape complies with all City Water Conserving Landscape Requirements. Certification shall be accomplished by completion of a Certificate of Conformance on a form provided the City. Failure to submit a complete and accurate Certificate of Conformance to the Planning Department will delay final approval/occupancy of the project.

30. Include all the tree preservation construction notes measures verbatim as Construction Notes on any/all Preliminary or Final Grading Plans, Improvement Plans and Building/Development Plans which are submitted to the Department of Public Works and/or Planning Department for the subdivision, as well as any/all revisions to Plans which are subsequently submitted.

Tree Preservation Construction Notes:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the drip line protection area of all oak trees to be retained and all portions off-site oak tree drip lines which extend into the site, and shall not be cut back in order to change the drip line. Removing limbs which make up the drip lines does not change the protected zones.
2. Chain link or similar protective barrier, approved by the Planning Department, shall be installed one (1) foot outside the drip line protection area of the on-site oak and landmark trees to be retained and all portions of off-site oak tree drip lines which extend onto the site, prior to initiating project construction, in order to avoid damage to the trees and their root systems. The barrier around those oak tree drip lines which are approved for encroached into by structures and/or driveways can be moved to allow construction. The new barrier locations shall be four feet outside the structure wall and/or driveway location. Place 12" by 18" all weather durable signs on the protective barrier every 10' on center, stating: "This tree is protected by the City of Elk Grove". Minimum of 2 signs per tree.
3. A piped aeration system shall be installed at all locations where impervious surfaces and/or structural development will occur within the drip line protection area of the on-site oak trees to be retained and all portions of the off-site oak tree drip lines which extend onto the site. Installation of the aeration system be performed under the direct supervision of a certified arborist. If, in the opinion of the certified arborist, encroachment into the drip line protection area is severe, then the affected tree shall be retained on site but determined lost, and mitigation as required by the approving body.
4. All driveways which pass through the drip line protection area of the on-site oak trees to be retained and all portions of off-site oak tree drip lines which extend on the site shall be constructed such that the entire driveway section is placed directly above existing grade. No excavation for driveway construction shall be allowed with oak tree drip line protection areas except minor excavation associated with the installation of piped aeration systems.

5. Any pruning of an oak tree shall be supervised by a certified arborist. Branch and limb pruning shall be limited to that which has been deemed necessary by a certified arborist in order to correct a safety hazard, structural defect, crown cleaning or arborist recommended pruning in the tree. Pruning due to canopy encroachment by buildings shall be limited to the minimum amount needed to safely accommodate the structure. All pruning and deadwood removal shall be executed in accordance with American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines". An ISA Certified Arborist shall supervise and tree pruning.
6. All oak trees on site shall be pruned, as per arborist recommendations, prior to starting any site improvements. Any pruning of an oak tree shall be supervised by a certified arborist.
7. No signs, ropes, cables (other than those which may be recommended by a certified arborist to provide limb support) or any other item shall be attached to the on-site oak trees to be retained and all portions of off-site oak tree drip lines which extend onto the site.
8. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiles or, located within the drip line area of the on-site oak trees to be retained and all portions of the off-site oak tree drip lines which extend onto the site.
9. No grading (grade cut or fills) shall be allowed within the drip line protection area of the on-site oak trees to be retained and all portions of off-site oak trees which extend onto the site with the exception of approved encroachment areas on the Final Development Plans. If, in the opinion of the certified arborist, permitted grading in the drip line protection area is severe, then the affected tree shall be retained on-site but determined lost, and mitigation as required by the approving body shall be imposed.
10. No trenching shall be allowed within the drip line protection area of the on-site oak trees to be retained and all portions of the off-site oak tree drip lines which extend onto site. If it is absolutely necessary to install underground utilities within the drip line of the tree, the utility line shall be bored or drilled under the direct supervision of a certified arborist.
11. Landscaping beneath the on-site oak trees to be retained and all portions of off-site oak tree drip lines which extend on the site include non-plant materials such as river gravel, woodchips, etc. The only plant species which shall be planted within the drip lines of oak trees are those which are tolerant of the natural semiarid environs of the trees. Limited drip

irrigation approximately monthly during late spring, summer and early fall is recommended for under story plants.

12. No in the ground sprinkler or irrigation system shall be installed in such a manner that irrigates the ground within the drip line protection area of the on-site oak trees to be retained and all portions of off-site oak tree drip lines which extend onto the site. An "above ground drip irrigation system", drip lines placed on natural grade and all emitters shall be placed on grade, will be permitted under oak tree drip lines. No trenching for irrigation lines will be permitted under drip line protection areas.

If you have any comments or questions please advise.



Development Services

**Community Enhancement and
Code Compliance**
10250 Iron Rock Way
Elk Grove, California 95624

Telephone: (916) 687-3023
Fax: (916) 714-46
www.elkgrovecity.org

Date: February 9, 2005
To: Darcy Goulart, Development Services - Planning
From: Candy Armstrong, REHS
Community Enhancement and Code Compliance
Subject: Allen Ranch, Tentative Subdivision Map, EG-03-493

Please include these conditions for the approval of the Allen Ranch, Tentative Subdivision Map project, located in Phase 2 of the Laguna Ridge Specific Plan:

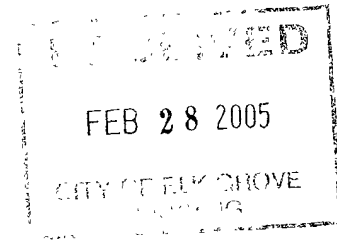
1. Applicants to locate, identify on the map, and isolate any existing water well(s), and locate and identify any existing septic system(s) that may be located on the parcel. Prior to any development, properly destroy any wells and septic systems under permit from Sacramento County Environmental Health
2. Applicant to design and construct any new community water well site to protect the aquifer from potential contamination
3. Applicant to provide for a minimum 6' masonry block wall as a buffer for noise attenuation and privacy between the residential areas and the adjacent Shopping Center and Business Professional projected uses
4. Applicant to provide for graffiti-resistant paint or clear graffiti-resistant coating of all masonry walls, and any subdivision signs
5. Applicant to provide for vegetation to cover and control graffiti along masonry walls – appropriate climbing vegetation to be detailed within the landscape design maps
6. Applicant to provide for security measures and CPTED design (Crime Prevention Through Environmental Design) for all pedestrian access/walking paths any walking entrances to/from the proposed community park
7. Applicant will provide for combination trash and recycle container/enclosures within the Shopping Center and Business Professional areas of the project, and these will be maintained within masonry enclosures with solid gates
8. Applicant will provide for adequate trash/recycle collection service within the Shopping Center and Business Professional areas that shall not provide for nuisance noise for any adjacent residential zone – trash service may not begin prior to 6 a.m

9. Applicant may not allow for deliveries or mechanical sweeping services/parking lot cleaning within the Shopping Center and Business Professional areas prior to 6 a.m. that may provide for nuisance noise to the adjacent residential zones
10. Applicant to design parcel drainage that does not flow over the public sidewalk right-of-way and provide for a slip hazard and nuisance
11. Applicant will not allow any 'strictly prohibited signs' (i.e. lighter-than-air or balloon devices) to be displayed for advertising or other functions within this project
12. Applicant shall not provide for a nuisance during the construction or intended use of the project

Please contact Community Enhancement at 687-30223 if you have any questions

February 22, 2005

Darcy Goulart
Development Services – Planning
City of Elk Grove
8400 Laguna Palms Way
Elk Grove, CA 95758



RE: Allen Ranch (LRSP); EG-03-493
SMAQMD #: SAC200300008a

Dear Ms. Goulart:

Thank you for the opportunity to review and comment on the Allen Ranch project. Staff comments are as follows:

1. Implement all air quality mitigation, including the Air Quality Plan from Table 7.1, as outlined in the Laguna Ridge Specific Plan (LRSP).
2. Prior to the start of construction, this project must demonstrate compliance with MM 4.3.1f, Construction Mitigation requirements by contacting the Sacramento Metropolitan Air Quality Management District (District) staff and submitting a list of all off-road construction equipment to be used on the project.
3. This project may also be subject to specific District rules, including but not necessarily limited to Rule 403 – Fugitive Dust and Rule 442 – Architectural Coatings. Information about these and other District rules can be found a www.airquality.org or by calling the Compliance Hotline at (916) 874-4884.

Please contact me with any questions regarding these comments at (916) 874-4883 or at cmcghee@airquality.org.

Sincerely,

Charlene McGhee
Associate Air Quality Analyst


c: Ron Maertz, SMAQMD

L:\MSD FOLDERS\Land Use & Transportation\LANDUSE\SAC200300008a



Interoffice Memorandum

TO: Darcy Goulart, Planner
Planning

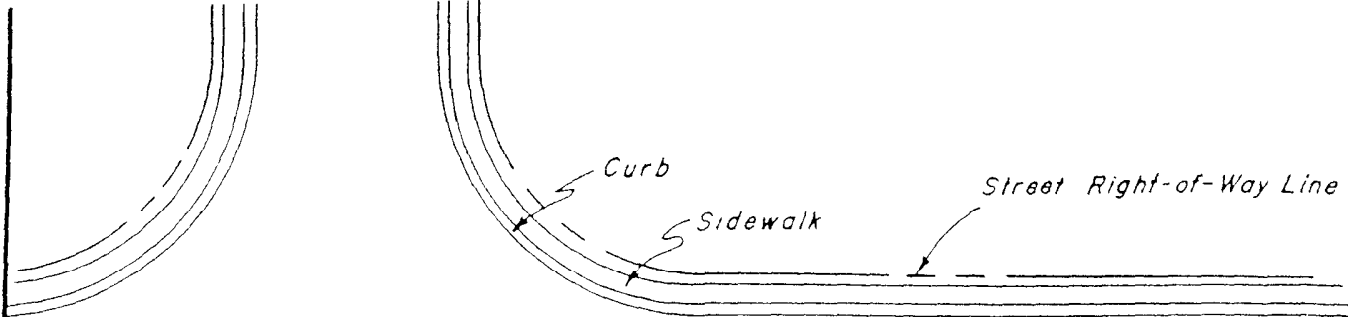
FROM: Jon Crawford, Development Support Services Manager
Public Works 

DATE: 3/1/05

RE: Allen Ranch
Control No.: EG-03-493
APN: 132-0280-001 & 002
Location: SE & SW corner of Elk Grove Blvd and Laguna Springs Dr

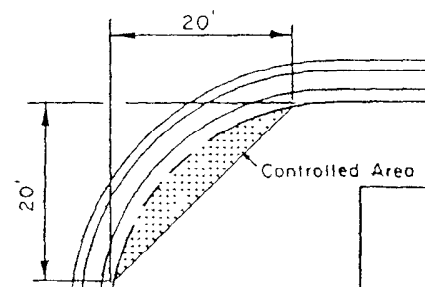
Public Works has reviewed the above reference project and requests the submittal be deemed **incomplete**. The following items must be submitted for Public Works to review and adequately condition the above project.

- Revisions to the tentative map are necessary to meet the standards and intent of the LRSP. A subsequent comment memorandum will follow with the proposed revisions.
- The application must conform to the Tentative Map Ordinance, as required by City Council Ordinance No 38-2003. The attached checklist identifies the deficient items in the rejected application.
- Provide calculation for the 100-year flood run-off and the overland conveyance path and based on the SACPRE method in accordance with the 1996 Hydrology Standards Volume 2 or show that this parcel is part of a Drainage Master Plan area and provide the drainage calculation.
- All submittals must be stamped and signed by a registered Civil Engineer.
- Provide a letter of approval from SMUD that SMUD agree to abandon the easement within the site.
- All trees in fair condition shall be relocated or remained. Trees that are in poor condition need more justification for removal.
- Vertical curbs shall be required adjacent to all planter strips.
- In addition to calling out deviations, summarize all deviations in a table.
- The drainage service provider shall be City of Elk Grove. Modify on the map.



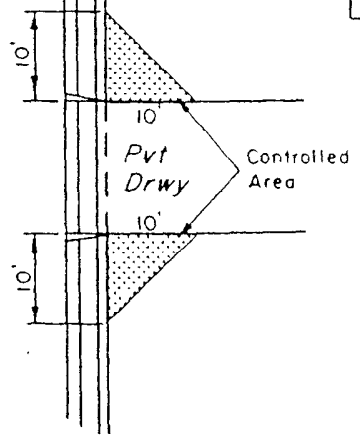
PUBLIC STREET

PUBLIC STREET



CLEARANCE REQUIRED WITHIN CONTROLLED AREA

Keep clear above
Maximum Height
Nearest roadway surface
10'
FENCE
SHRUB
SIGN
SIGN
10'
Sign must have clearance of 10 feet.
TREE
6'
Foliage clearance 6 feet.



Cheryl Crexon
DIRECTOR

COUNTY OF SACRAMENTO PUBLIC WORKS AGENCY TRANSPORTATION DIVISION	
VISIBILITY REQUIREMENTS	
SACRAMENTO COUNTY CODE	
Scale: None Date: 8/98 Drawn By:	4-20

Tentative Map Checklist

Project Name Allen Ranch
Project Number EG-03-493

1. General

- A. Applicant submits complete packet in accordance with the Submittal Checklist
- B. Title Report submitted accurately reflects record documents (including all backup documents and within 60 days of latest submittal)
- C. 8 ½ " x 11" Reduction
- D. Soils Report
- E. Traffic Study
- F. Drainage Study (as a minimum - Display the overland release points for the 100-year flood, calculate 100-year flood run-off, conveyances path and adequate capacity of existing system)

2. Notes and Statements

- A. Subdivision Name and Number
- ✓ B. Legal Description accurate and adequate
- ✓ C. Vicinity Map adequate
- ✓ D. Owner Information (name, address, telephone number for owner(s) of record)
- ✓ E. Subdivider Information (name, address, telephone number)
- ✓ F. Map Preparer (Engineer/Surveyor) Information (name, address, telephone number)
- ✓ G. Service Provider Information (name, address, telephone number for all providers)
- ✓ H. Zoning Statement, existing and proposed
- ✓ I. Acreage Statement (gross acreage of overall subdivision; to thousandth of an acre or to nearest square foot if under 1 acre)
- J. Signed Easement Statement (all known easements have been plotted and accounted for)

3. Technical Requirements

- A. Scale adequate
- ✓ B. Distinctive boundary line
- ✓ C. Boundary line defined sufficiently (bearings, distances, curve data)
- ✓ D. Adjoining property properly identified by record information (current assessor parcel number, subdivision name or record owner)
- ✓ E. Date, North Arrow, Graphic Scale shown
- F. Legend adequate to determine all terms and symbols used (existing & proposed)

4. Current Topographic Data

- A. Contour lines adequately portrayed by dashed or screened lines (2 foot intervals if less than 5% slope), identifies any drainage conditions affecting adjoining property
- B. Benchmark and datum statement appropriate
- C. Trees identified by type, circumference and drip line (note if none)
- D. Trees proposed for removal identified (note if none)
- E. Existing structures identified accurately, including square footage, remaining or proposed for removal (may be waived by City Engineer or Planning Director) (note if none)
- F. Stormwater information shown accurately (overflow areas, water course direction, flood zone for each water course, flood zone designation on FIRM)
- G. Existing streets identified (pavement and right-of-way width, grade, name, cross-section)
- H. Existing easements identified and match title report, appropriate notation for vacations
- I. Existing utilities identified and match records (size and location dimensioned to nearest property line/centerline; including sanitary sewers, fire hydrants, water mains, storm drains, street lights, water valves, utility boxes/vaults, overhead utilities on peripheral streets)
- N/A* — J. Existing railroads and grade crossings identified accurately
- K. Existing wells, abandoned wells and sumps identified accurately (note if none)

5. Proposed Improvements

- A. Elevation information adequate (minimum 2 foot contours, proposed drainage patterns, spot elevations, proposed pad grades)
- B. Lot layout including approximate dimensions of lots and building
- C. Lots numbered consecutively
- D. Drainage facilities (size, location, elevations of swales, pipes, etc)
- E. Street data (centerline radii of curves, right-of-way width, grades, names, typical sections, private/gated streets noted)
- F. Easements (width and type)
- G. Parks/recreational sites, common areas, open space areas including method of ownership and management)
- H. Utilities including sanitary sewers, fire hydrants, water mains (location and size)
- I. Phasing statement, if applicable
- J. ~~Deviations from City standards noted (if none make a note on the plans)~~

6. Vesting Map Requirements (if applicable) *N/A*

- A. "Vesting Tentative Map" printed conspicuously on face of map
- B. Grading Plan submitted
- C. Sanitary sewer plans completed and sewer area study submitted
- D. Water plans completed
- E. Storm drain plans completed
- F. Street plans completed

6. Vesting Map Requirements (continued) N/A

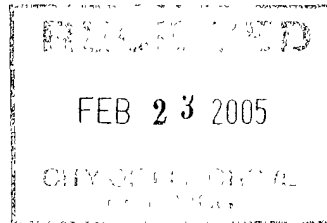
- G. Landscape plans completed
- H. Geological studies, if required
- I. Drainage Study completed (10-yr and 100-yr) showing HGL at critical locations
- J. Site plans completed, showing setbacks, heights, driveways, landscaped areas, etc)
- K. Engineering calculations and cost estimates for improvement plans submitted
- L. Tree preservation plan submitted
- M. Soils report (prepared by soils engineer) submitted
- N. All other studies, reports, plans, specifications and additional information required by the City Engineer or Planning Director.

Additional Comments

SACRAMENTO-YOLO
MOSQUITO
& VECTOR
CONTROL
DISTRICT



February 22, 2005



8631
Bond Road
Elk Grove,
California
95624-1477
Telephone
916 685 1022
Fax
916 685 5464

Darcy Goulart
Development Services-Planning
8400 Laguna Palms Way
Elk Grove, CA 95758

www.sac.yolomvcd.com

Dear Darcy Goulart:

Thank you for contacting our agency for review of the project titled: Allen Ranch. The Sacramento-Yolo Mosquito and Vector Control District has a responsibility to protect the public from mosquito-borne disease, mosquito biting nuisance and to provide education and information on mosquito and vector control.

In any subdivision and commercial development there exists the potential for mosquito development in structures such as poorly maintained storm-water detention basins. A serious mosquito productivity problem can occur if water detention structures are allowed to develop aquatic vegetation and/or have shallow water areas or seepage associated with the high organic content of lawn and other urban/commercial runoff. It is also very important that all associated water conveyances be well maintained and periodically cleaned of emergent vegetation. Also, any wetland mitigation associated with the new development has the potential to produce mosquitoes if not properly constructed and maintained.

By following our guidelines and Best Management Practices (BMP) for water retention structures, drainage ditches and the construction of new wetlands the potential for mosquito-borne disease transmission and biting nuisance for the planned subdivision, commercial development and any mitigation can be significantly reduced. The guidelines with our BMP are included as an attachment.

We appreciate the opportunity to review the proposed project. If there are any questions or requests for further consultations please contact our office at 916-685-1022 or visit our web site at www.fightthebite.net.

Thank you,

Stan Wright

MANAGER
David Brown

2004
BOARD OF TRUSTEES

Raul DeAnda, *President*
West Sacramento

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Elk Grove

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Michael P. Parrillo
Yolo County

Neal Peart
Woodland

Robert K. Washino
Davis

Jack Whitfield
Citrus Heights

WATER MANAGEMENT

1. Have control of water using such structures as weirs, pumps and siphons. These structures should allow rapid and complete draining of wetlands during times of severe mosquito production or disease outbreaks.
2. The shore banks should be steep enough to prevent pooling as water level recedes and to allow wave action and access by predators.
3. Shoreline configuration should not isolate sections from the main body of water.
4. Depth should be maintained at a minimum of three feet during summer.
5. Water level should not fluctuate during the summer months.
6. Shallower areas need to be drained and dry during the mosquito breeding season.
7. Shallow water should not be allowed to stagnate.
8. Winter wet areas should drain into a deep area with an outlet spillway to maintain water elevation and to give refuge to mosquitofish and predatory insects.

VEGETATION MANAGEMENT

1. Limit dense stands of aquatic vegetation from shore margins in shallow areas to lower harborage and enhance wave action.
2. When aquatic vegetation is present it should be maintained in small islands.
3. Avoid plants that mat on the surface such as water hyacinth, smartweed, water primrose, knotgrass, pondweed, *Hydrilla* or filamentous algae.
4. Certain plants, in moderate stands, like cattails and bullrushes generally do not promote mosquito productivity and can function as substrate for mosquito predators.
5. All aquatic vegetation needs to be periodically removed or partially harvested to reduce density.

WATERWAY MAINTENANCE

1. Levees, drain ditches and other water structures should be constructed and maintained to prevent seepage or flooding into adjacent lowland areas.
2. Levee faces should be steeply-sloped to limit growth of marginal vegetation.
3. Dikes or drains should also have steep slopes (1.5 - 2 foot horizontal to one foot vertical) to allow adequate drainage without standing water, and should be maintained free of vegetation.

WATER QUALITY

1. Inhibit all organically enriched effluent, biological or chemical pollutants and contaminants from entering wetlands.
2. Prevent islands of floating solids, accumulations of debris and algae on water surface.
3. Prevent the use of treated sewage water or reclaimed wastewater on land where it may stand for three days or more.

BIOLOGICAL CONTROL

1. Stock wetlands with the mosquitofish *Gambusia affinis*.
2. Avoid stocking with game fishes or other predatory fishes that will reduce the population density of mosquitofish.
3. Inoculate and promote the development of any other approved biological agent for the control of mosquitoes.

CHEMICAL CONTROL

1. Allow provisions for air and ground applications of *Bacillus thuringiensis* var. *israelensis*, methoprene growth regulators or other EPA approved pesticides as needed.
2. Provide road access around all wet areas.

SURVEILLANCE

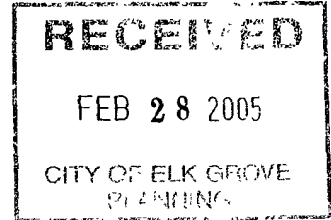
1. Allow access for continual larval and adult mosquito surveillance and the continual monitoring of water quality and vegetation density.
2. Have frequent and thorough inspections to prevent or control such problems as erosion, seepage, unwanted vegetation and burrowing animals.
3. Allow additional funding for local mosquito abatement and vector control agencies as needed for surveillance and management.



February 22, 2005

FILE: EG 03-0493

CITY OF ELK GROVE
PLANNING DEPT.
ATTN: DARCY GOULART
8400 LAGUNA PALMS WAY
ELK GROVE, CA, 95758



We have reviewed the Tentative Subdivision Map (ALLEN RANCH).

We request the following be conditions of the subject map.

1. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights of ways.
2. Dedicate the Landscape Corridors as a public utility easement for underground facilities and appurtenances

Any revisions or deletions relative to the above conditions must be submitted in writing by the Real Estate section of SMUD. The City of Elk Grove should accept no verbal or other written agreements.

Michael E. Toyama

Michael E. Toyama
Land Agent
Real Estate Services
(916) 732-5330

cc: EDWARD GILLUM
JACKSON PROPERTIES
WOOD-RODGERS

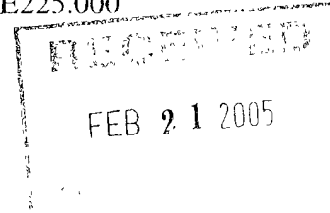
TB 358-E-7 ELLIS

SMUD FILE EG 03-0493



February 14, 2005

E225.000



10545 Armstrong Avenue

Mather

California

95655

Tele: [916] 876-6000

Fax: [916] 876-6160

www.csd-1.com

Darcy Goulart
City of Elk Grove
Planning
8400 Laguna Palms Way
Elk Grove, CA 95758

Dear Ms. Goulart:

**Subject: Allen Ranch
APN: 132-0280-001 & 002
Control No. EG-03-493**

Board of Directors

County of Sacramento

Roger Dickinson

Illa Collin

Muriel P Johnson

Roger Niello

Don Nottoli

City of Citrus Heights

Jeannie Bruins

City of Elk Grove

Sophia Schetman

City of Folsom

Kerrin Howell

City of Rancho Cordova

Dave Roberts

City of Sacramento

Heather Fargo

Cheryl Creson
Agency Administrator

Robert F Shanks
District Engineer

Marcia Maurer
Chief Financial Officer

Wendell H Kido
District Manager

Mary K Snyder
Collection Systems Manager

Both the County Sanitation District 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD) reviewed the subject documents and have the following comments.

The CSD-1 Master Plan has identified that ultimate sewer service will be provided from an 18" sewer line to be installed to the south and west, connecting to a future trunk line on Bruceville Road.

CSD-1 Conditions:

• Connection to the District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.

• Each lot and each building with a sewage source shall have a separate connection to the CSD-1 sewer system.

• CSD-1 shall require an approved sewer study prior to the approval of the Final Map or submittal of the improvement plans for plan check to CSD-1, whichever comes first. The sewer study shall demonstrate how interim service will be provided to the project prior to the completion of the Southwest Interceptor.

• In order to obtain sewer service, construction of a CSD-1 sewer infrastructure will be required. This may include off-site facilities.

Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance.

Darcy Goulart
February 14, 2005
Page 2

The trunk and collector sewer system for the project will not be accepted for maintenance, and building occupancy will not be granted until the downstream sewer system serving the project is also accepted for maintenance.

CSD-1 Advisories:

The trunk sewer facility serving the site is proposed in the CSD-1 Master Plan for construction along the southern property frontage. This trunk diameter will be 18 inches along the subject property frontage.

Trunk sewer design and construction may be reimbursed by CSD-1 under the terms of a Reimbursement Agreement. Prior to initiating design of any sewer facility, contact CSD-1 for details. It will be necessary to schedule a meeting to discuss reimbursement requirements with appropriate CSD-1 staff prior to any design. Failure to strictly comply with the provisions of the CSD-1 Ordinances may jeopardize all sewer reimbursement.

Developing this property will require the payment of sewer impact fees. Impact fees for CSD-1 shall be paid prior to filing and recording of the Final Map, or issuance of Building Permits, which ever is first. Applicant should contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information.

Please contact Wendy Haggard or Stephen Moore prior to initiating a sewer study. If you have any questions regarding these comments, please call Stephen Moore at (916) 876-6296 or myself at (916) 876-6094.

Sincerely,



Wendy Haggard, P.E.
Department of Water Quality
Development Services

WH/SM: cc

cc: Maria Cablao
John Jackson
Jackson Properties
5665 Power Inn Road
Sacramento, CA 95758

goulart021405.ltr.doc

Kate Rosenlieb

From: Kate Rosenlieb
Sent: Friday, February 04, 2005 5:04 PM
To: Darcy Goulart
Subject: FW: EG-03-493 Allen Ranch in Laguna Ridge

just for you to know Darcy

Finance Project Condition #1 (applies only to the residential portion of the project)
Prior to the final map, the project area shall annex into a Mello-Roos Community Facilities District (CFD) to fund a portion of the additional costs for police service related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Annex the Property and Levy the Special Tax.

Finance Project Condition #2 (applies to all areas of the project)
Prior to the final map, the project area shall annex into Street Maintenance Assessment District No. 1 to fund a portion of the additional costs for long-term roadway maintenance related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Levy Street Maintenance Assessments

Finance Project Condition #3 (applies to all areas of the project)
Prior to the final map, the project area shall form or annex into a Mello-Roos CFD, assessment district, or other financing district to fund park, parkway, and open space maintenance costs, as well as street light maintenance costs

Finance Project Condition #4 (applies to all areas of the project)
Prior to the final map, the project area shall form or annex into a Mello-Roos CFD to fund the project's share of infrastructure requirements in the Laguna Ridge Specific Plan area

Finance Project Condition #5: (applies to all areas of the project)
Prior to the final map, the project area shall pay the Laguna Ridge Specific Plan Fee, if applicable.

Finance Project Condition #6 (applied to all areas of the project)
The project shall pay all applicable City of Elk Grove administered development impact fees prior to building permit issuance.

Darcy - I need some help from you developing another condition. I think I want it to say something like: prior to the annexation listed in Condition #1 above, the applicant must develop a subsequent map to separate the residential portion of the project from the non-residential portion of the project, or else the annexation can not proceed, and final map will be delayed. Let's discuss when you can

Tx
Kate

AM continuing to work with our consultants on this

If not too late - need a similar condition for Vintage Park EG-04-787



Members of the Board:

Jeanette J. Billingsly
Pollyanna Cooper-Levangie
Priscilla S. Cox
Pamela A. Irely
William H. Lugg, Jr.
Chet Madison, Sr.
Brian D. Myers

Constantine I. Baranoff
Assistant Superintendent
Facilities and Planning

Robert L. Trigg Education Center
9510 Elk Grove-Florn Road, Elk Grove, CA 95624

(916) 686-7711
FAX: (916) 686-7754

February 18, 2005

SENT VIA E-MAIL –dgoulart@elkgrovecity.org

Ms. Darcy Goulart, Planner
Elk Grove Planning Division, City Hall
8400 Laguna Palms Way
Elk Grove, CA 95758

Subject: Allen Ranch (03-493)

Project Location and Description: A tentative map to create 163 single family lots, 12 SC zoned lots and 6 BP zoned lots on two parcels totaling 80 acres. The project is consistent with the current zoning and the Laguna Ridge Specific Plan. The project is located at the southwest corner of Elk Grove Boulevard and Laguna Springs Drive. (132-0280-001, 002)

Dear Ms. Goulart:

The Elk Grove Unified School District will appreciate the opportunity to review the subject application. We request the following response be made a part of the public record of the Planning Commission and/or the City Council hearings.

The District is currently impacted, overcrowded and experiencing a high rate of growth. This and other development projects will have a negative impact upon the District's existing school facilities. The District does not have the financial capability to purchase school sites nor construct and furnish needed school facilities with local funds alone. Developer fees and Mello-Roos taxes collected by the District are not sufficient or timely to satisfy the need. The District relies on statewide school bonds to provide funding necessary to construct new school facilities.

Without continued state funding, the District is in a school housing crisis. The District will continue to seek additional state funds to construct needed school facilities. Until such time as adequate facilities are available for current and projected students, students may be housed on campuses that have exceeded their intended capacity.

On July 6, 2004, the Board of Education adopted a new residential development fee in accordance with Senate Bill 50. The new fee is \$3.95 per square foot and became effective on July 7, 2004. The district must update the School Facilities Needs Analysis annually; therefore the residential development fee is subject to change annually. At the time a building permit is applied for, the development will be subject to the residential fee in place

On March 2, 2004, voters in California passed Proposition 55, a statewide bond authorizing 12.3 billion dollars to help fund public school facility needs. Specifically, the bond funds will provide a total of 7.75 billion dollars for new K-12 school construction and 2.25 billion dollars for K-12 reconstruction/modernization needs. The remaining 2.3 billion are reserved for community college, California State University, and University of California facilities.

Enclosed sheets provide estimates of student generation and financial impacts resulting from the construction of the proposed project. Our office will require additional information to determine the extent of the cumulative impacts that will result from the development of this project. Please include the District on your mailing list for subsequent stages of planning and environmental review. As in the past, we are available to review the impact of this project with you. If you have any questions or comments, please contact me at (916) 686-7590.

Thank you again for the opportunity to comment and your continuing assistance and cooperation.

Sincerely,

Kim Williams

Kim Williams
Planner, Facilities and Planning

h:/Allen Ranch comment letter

Enclosures – See additional attached file

**ELK GROVE UNIFIED SCHOOL DISTRICT
PROJECT REVIEW/ENVIRONMENTAL REPLY FORM**

Date February 18, 2005

Prepared by: Kim Williams

Name of Project: Allen Ranch

Project Location and Description: A tentative map to create 163 single family lots, 12 SC zoned lots and 6 BP zoned lots on two parcels totaling 80 acres. The project is consistent with the current zoning and the Laguna Ridge Specific Plan. The project is located at the southwest corner of Elk Grove Boulevard and Laguna Springs Drive. (132-0280-001, 002)

Project	Current School Attendance Area		
	K - 6	7 - 8	9 - 12
	Hein	Johnson	LCHS
Allen Ranch	73	18	34

CURRENT CAPACITY/ENROLLMENT AT SERVING SCHOOLS

	K - 6	7 - 8	9 - 12
Current OPSC Determined Capacity	800	1,323	2,457
Current Year Enrollment (October, 04) w/ special ed, w/o cont hs	893	1,484	2,624
Current Students Residing (10/04) in attendance area w/ spec ed & w/o cont hs	684	1,564	2,832
Number of students residing in attendance area who are attending other schools	103	205	590

FINANCIAL IMPACT OF PROJECT ON ELK GROVE UNIFIED SCHOOL DISTRICT

Current Student Housing Costs for Project (Land, Construction & Furnishing)	\$3,027,657
(Based upon costs of \$19,576 per K-6 grade student, \$28,126 per 7-8 grade student and \$32,086 per 9-12 grade student)	
Total School Residential Development Fee Generated by Project	\$1,572,926
(Based upon an average 2,443 square foot single family home and 985 square foot multi-family unit at \$3.95 per square foot)	
Current Negative Financial Impact upon the District	\$1,454,731

Attachment C

July 21, 2005 Planning Commission Minutes

**Transcribed minutes from 07/21/05 PC Hearing on Allen Ranch
Applicant Discussion in Public Comment**

Item started with staff presentation....

ALLEN RANCH – EG-03-493 – TENTATIVE SUBDIVISION MAP, DESIGN REVIEW: The Allen Ranch project includes a tentative subdivision map to create 160 residential lots, 18 commercial/office lots and supporting landscape lots and a Design Review for subdivision layout in compliance with the Laguna Ridge Specific Plan. The property, owned by JJV LLC, is located at Phase II of the Laguna Ridge Specific Plan encompassing 80 acres located on APN's 132-0280-001 & 002. Darcy Goulart presented to the Commission. There was a brief discussion regarding driveway access points on the site as recommended by staff and potential limitations for access. Jon Crawford, public works, addressed the Commission and gave an explanation to the Commission on staff's position and explained that drive access could change with design review as the parcels develop. Staff also advised the Commission of a request to delete condition #32 due to duplication with condition #22.

Verbatim Public Comment Discussion from this point forward.....

Chairman Murphy: With that ok. We will open up public comment. We'll ask the applicant to come up.

Ed Gillum: Good evening. Ed Gillum representing Jackson Properties. With us here tonight is Tim Denom, Wood Rodgers, who is actually the designer of the subject subdivision map. John Jackson Jr. who is principal with Jackson Properties and John Harris with his office so we are all here to answer questions you should so desire. Tim and I will probably do this on a joint basis with your concurrence. Kind of Laurel and Hardy or maybe **(inaudible)** you take your choice. **(Inaudible)** What we would like to do tonight we have a number of issues with regard to the conditions. We have provided you and staff with actually 2 or 3 documents. A letter concerning the overall project, an explanation of some of our condition modifications and a red line version, and I don't think we have eliminated that the city has requested in their condition set, we have re ordered them to allow us to separate residential commercial and then conditions that apply to both residential and commercial, but I think everything is there that is in the original condition set except some of it is shown as strike outs. So with your permission or concurrence we would like to go through the conditioning and have that discussion. We concur with the staff report just not the condition report. Mr. Chairman is that an acceptable procedure.

Chairman Murphy: Yes

Ed Gillum: Thank you. On the second page therefore the explanation of the condition modifications. We have supplied these same documents to them in almost identical form approximately a week ago and then in this form earlier today. So we are not trying to pull the wool over anyone's eyes or not make everything right up front. Condition #8 – this relates to the mitigation measures and actually appendix B of the financing plan. In those two documents there are a number of things this project is required to do before we can pull the first building permit. It's the overall list of improvements for Laguna Ridge, we are not arguing with that we are willing to do that we are willing to abide by that we just don't think it needs to be restated in 80 some different places. So we would request that as per our strikeout version that we use the MMRP we use the appended matrix that again contains all these conditions as well. We agree with the condition to abide by those two documents and we would respectfully request that those be eliminated as per our strike out.

Commissioner Lindsay: Ok I am going to ask the same question I asked when we discussed earlier and I am going to throw you a little bit of a curve because in your strikeout you strikeout number 8 but renumber it 11 so are you asking us to strikeout the number eight or the entire condition. That is the first question. The second question is if your agreeing to these conditions anyways and they are in other area what difference does it make if their in the conditions of approval why not just leave them alone.

Ed Gillum: You could leave them alone it probably doesn't damage except for the fact you know have a 33 or 35 depending on which version you look at condition set that somebody who would buy a

property whether it is one of the commercial lots or residential lots has to plow through to understand. It's just repetitive. We actually first made this request about three weeks ago.

Commissioner Lindsay: Ok but if it is here right in this specific document that means they are not going to have to plow through the 3 or other documents that it is in. So it would seem to me to be more of a time saver more of a convenience for your buyer to have all these in one place.

Ed Gillum: Well the reality is the improvements are going to be done and these conditions are essentially non operative but you still have got a 32 or 35 page condition set its just repetitive and unnecessary.

Commissioner Lindsay: Ok I will go back to my first question then. Are you just eliminating the number 8 and renumbering it 11 because you've only redlined the number 8 and you have done that with a series of conditions there.

Ed Gillum: We are keeping 8 Mr. Lindsay it's the conditions that we have redlined that we are asking to be eliminated.

Chairman Murphy: That's due, Paul, due to the renumbering that the applicant has done. They have taken all the conditions there have been some that have been re sorted based on whether or not they are commercial or residential.

Ed Gillum: Exactly, and that's the context. We hoped to create a version to make it easier if it was convenient for staff to poke the button to accept the changes, individually or in mass, that would separate the conditions between residential and commercial. When we first filed this project, I don't know 8 or 9 months ago, we asked the question "we would like a separate conditioning set for the residential and commercial portions of the property should we file two applications." We were told by staff at that time that no it was not necessary they would separate the conditions. We requested that some time ago and it was done in some instances, in others not. We just re ordered the report to make it much more evident so the two projects could proceed independently if you will.

Commissioner Lindsay: Thank you

Chairman Murphy: Just to touch on your comments Mr. Lindsay. I had a conversation with Mr. Flint I don't care to see the duplication of conditions within the conditions of approval for the report if they are the same conditions that are in the MMRP. We discussed about there was a possibility to doing a similar matrix as was in attachment B, something that can show something that was a little bit more streamlined that showed what they had to comply with for the project. Without having to go through all the trouble and detail of having to put conditions in the report, to go back to your comments a couple of weeks ago when we had the three projects within Laguna Ridge in our 1200 page packet. Well if you look at that....we also have the MMRP attached to this project as well. We could reduce the pages we have to go through per application by perhaps 50 or 60 pages.

Commissioner Lindsay: Well let me ask staff a question then and maybe we can shortcut a lot of verbiage for Mr. Gillum. Have you looked at the proposed changes?

Darcy Goulart: Staff has had a chance to take a look at some of the changes that are in the redline strikeout.

Commissioner Lindsay: And what is staff's opinion of them?

Darcy Goulart: There are several things that staff does not agree with as far as changes.

Chairman Murphy: What I'll suggest is perhaps as they go through their changes one by one is that we allow staff to comment so we don't everything that you go through then we come back and staff goes through everything. We can take them on one at a time.

Commissioner Hume: That was my thinking as well

Ed Gillum: That's most agreeable

Commissioner Kramer: This is the list that your gonna be going through right....*(inaudible)*

Ed Gillum: As best I can see, yes sir.

Darcy Goulart: If I may interject really quickly...staff also needs to make it clear that the conditions that are in the report, there is only 32 pages and 181 conditions. The redlined version is 35 pages and 186 conditions so there is a difference in what was in your packet and what was redlined. So as we were going through it some of the changes the applicant was suggesting we have already taken care of in the planning commission set and that came out of our project coordination meeting.

Commissioner Hume: That would make a very succinct retort then. Right if we get to one and you've already made the change says that's been covered.

Darcy Goulart: Correct, but there are also conditions in here where the applicant has put them under certain headings that maybe they do apply to both so we may end up having to go through every single one of them on the redlined strike out you know for example number 1 on the redlined strikeout and we can confer with public works, may apply to both and not just commercial projects.

Commissioner Lindsay: See my concern is also going through this...we don't have a correlation to what there number one is to what our number one is or their number one equals our number 53. So it makes it harder to look at and understand what is going on. Also if staff hasn't had a chance to look at everything in this then it would seem to me there would be the possibility of something getting by us. I am not saying that would be Mr. Jackson, but I don't know about Mr. Gillum's character.

Ed Gillum: I just regret that Hoffman isn't here to take some of this abuse

Commissioner Lindsay: Yeah, we do too.

Commissioner Kramer: Two words, Billable Hours.

Commissioner Hume: Your just lucky Winuk isn't here or you would be wearing a different tie right now I'll tell you that much for sure.

Commissioner Lindsay: But generally my concern is that if staff hasn't looked at everything then we don't have an assurance from staff that everything that is suggested as a change is something that has come up here. We could be seeing something that is entirely new in the proposed conditions that just gets by us.

Chairman Murphy: Here is what I am thinking. We have a three page document from the applicant that has an explanation of their condition modifications. The redlined document that they have provided, the applicant believes that there is a logic to the ordering that they have established here, staff might have some issues with that, but if the conditions are generally the same...

Commissioner Lindsay: And that is my point...we don't know that without staff review and staff has said they haven't had a chance to review everything.

Chairman Murphy: Here is what I am getting at...perhaps we should go through the 3 pages of issues here where there is some difference between the condition and what the applicant desires to see not a matter of ordering, we can go through these 3 pages and then the red lined version that they provided and the version that staff has in our packets if its an ordering issue they can work out the order with staff if the conditions are the same and there just maybe an issue about whether or not is it ongoing for commercial is it ongoing for both...that can be addressed by staff.

Commissioner Lindsay: But that's not my point. We dot know if they are the same. We have these three pages and we will pay attention to those because they are right here, but without staff going through without having a chance to look at everything can we honestly say that everything in this is the same as this. Can you? I can't.

Chairman Murphy: I understand your point there.

Commissioner Hume: It is jumbled and I'll tell you why it's jumbled because not only have they been renumbered but they have been reordered into the different classifications. So for example as we are going along here...condition of approval from your version 5 has been redlined and made condition of approval eight...I can track that. Then as we go up what was condition of approval sixteen in our packet is now condition of approval 15. So even in that short of a space the numbers got so far off...

Commissioner Lindsay: I am not suggesting that there are significant changes; I am just saying we don't know.

Commissioner Hume: So let's go through them and let's as best we can let's track them on this existing, not the redlined version, but we'll track them on the ones....at least I will on the one that came out from staff.

Commissioner Kramer: How about just going down this list and going down each concern and matching it back later.

Commissioner Lindsay: We would have to go through every condition tonight to make sure everything is the same.

Commissioner Kramer: Measured against what is in the staff report?

Commissioner Hume: See if we discuss condition #24 on this letter that doesn't represent condition #24 in the staff report. That is Commissioner Lindsay's point.

Ed Gillum: That goes to the version we have supplied to you tonight. I understand the concern and if we can get through the substantive issues, have discussions on those, and if we need to spend additional time to make sure everything is kosher that is fine, but I would like to with your concurrence get through the issues that we have differences opinion

Chairman Murphy: Here is a suggestion Paul. We will go through this....Commissioner Hume has I think volunteered. He will find which condition this is in the staff report.

Commissioner Lindsay: That is not the end of it. I want to make that clear...we still have every condition to look at to make sure that what we are looking at is equivalent. We cannot say with any surety since staff hasn't gone through this and I am willing to bet that none of us can say with any surety that everything that is in the provided material tonight exactly duplicates...changes in some small way what we have in the staff report conditions of approval. We don't know that they are exactly or that they relate to the same issues. I can't say that with any surety and I would challenge all of whether or not you could.

Commissioner Hume: Let me offer this out to see if you and I are on the same page as far as that goes. That is why I want to tie it back to the conditions that we have. You have had an opportunity to review the conditions that are in the staff report?

Ed Gillum: Yes I have, in fact we have worked with staff on those for the last three weeks and I will tell you, and I understand your concern and again if we have to get back with staff and put them back into a form after you guys concur or don't concur on the various ideas in this we will do so, but we did not and we have discussed with staff in fairly extensive discussions each of the contentious points. We have certainly not done anything that would intentionally change the intent of the conditions.

Commissioner Lindsay: I am not suggesting that.

Commissioner Hume: So here is my point then...if we can tie everything that we discussed from this redlined version and this letter back to the staff report conditions of approval that any condition we didn't discuss still stands from the staff.....

Commissioner Lindsay: And I am just saying we have to go through all 35 pages.

Commissioner Hume: Well the sooner we get started the sooner we get done.

Ed Gillum: Condition nineteen is that where we are going to go?

Commissioner Lindsay: No, if we are going to follow the chairs procedure you have discussed condition eight but staff hasn't and I think it would only be fair for you to tell us when you say condition eight what condition it is in the original staff report.

Chairman Murphy: We are going the list of items on the three pages. We will compare that with the original conditions of approval that we have in our staff report with the redline version.

Commissioner Lindsay: No we are not even looking at the redline right now....we are just going through this, but we were giving staff an opportunity to respond to condition eight since that was...(inaudible)

Ed Gillum: I guess our position, original staff report condition #5 which we renumbered eight, we are in agreement with and our simple statement is that because those exact things are repeated in both the matrix and mitigation measures it is not necessary to have those as conditions of this report.

Commissioner Kramer: So the original condition #5 is now your condition #8?

Ed Gillum: That's correct and we are not asking for it to be removed we are just saying later on when we encounter this plethora of conditions we would like to take those out.

Commissioner Lindsay: Ok but five says Laguna Ridge MMRP is included as attachment one, now forgive me if I am dense on this, are you saying that should no longer be there...attachment 1?

Ed Gillum: Absolutely not, you have attachment one which is the MMRP that states....

Commissioner Lindsay: Your just saying it should be in the conditions since we reference it as attachment one.

Ed Gillum: That's correct and you're also in a later condition referring to the matrix, which is part of the financing plan, which again is where they derived these conditions from. They took them directly out of that document and out them as conditions.

Commissioner Lindsay: Now does staff agree with that or not? Why not?

Steve Flint: In essence the MMRP applies to the entire 1900 acres of project area. When this subdivision goes through this parcel becomes piece of land, its own piece of property. We feel it more appropriate and easier to track in the future as we go through plan checks, improvement plans, grading plans and building permits to have this tied to this piece of property. We want to be able to track it as a cohesive unit. So we feel it's appropriate to have the MMRP recorded with the map.

Commissioner Lindsay: If I can interject

Chairman Murphy: Go ahead Paul.

Commissioner Lindsay: But what I am hearing from the applicant is that your referencing the MMRP as attachment 1 and saying that this particular piece of property is subject to all the conditions of approval from that MMRP, but then forgive me if I am mis-characterizing it Ed, but I think he is saying that then we go on and spell out those additional conditions of approval from the MMRP in all the conditions of approval that were putting here in the actual document so we are duplicating...and I think that is what Ed is saying. So we are putting it in the conditions of approval for this specific project when this particular condition of approval says they are going to be held to the conditions of approval in the MMRP. That seems a little circular.

Steve Flint: If we need to unload something....we don't want to get rid of the MMRP conditions as adopted with this project.

Commissioner Lindsay: And he is saying they are fine with that condition and including the language that this project is subject to all applicable mitigation measures and conditions of approval from the Laguna Ridge Specific Plan project as detailed in the recorded mitigation monitoring and reporting program and that's included as attachment one of this document. So what he is saying then is that why in the rest of the remaining conditions are we restating the MMRP conditions of approval.

Steve Flint: Can we go through those conditions then and see which ones are being repeated?

Chairman Murphy: And this is what I discussed in my conversation with you yesterday is that if there are particular ones you feel necessary to call out don't put them in the conditions of approval...our discussion was more along the lines for tracking purposes... if Darcy is no longer the planner associated to this and someone becomes that is developing some type of matrix that they can track that. Similar to the finance matrix that is in attachment two, so there is a way the planner can track for their purposes, but we have a streamlined document that the applicant can work with.

Steve Flint: If I may...if we can go through these and have Mr. Gillum identify which one of these MMRP conditions we have repeated in our conditions of approval we can analyze it accordingly. I think it's more accurate, if we are going to have them, identify which ones apply and which ones don't. I think that maybe what the issue is.

Jon Crawford: Mr. Chairman if I could one of the issues here is that we are talking about the MMRP which is a planning document, but what we are approving here is a tentative map set of conditions that run with the map itself. The map act has some very specific language requirements when we get into requiring improvements and the issue that we need to have somewhere in this document essentially are the words design and improve or design and construct when we get to all these project. That provide us with the capability of placing a requirement for those improvements to be done prior to the recordation of the map or for the developer to create an agreement to improve those facilities and bond for those facilities in order to get their map recorded. It's not a situation where the MMRP is an easy document to look at if the wording is very specific and correct in the MMRP it may work the way your talking about but would probably require us to reword number eight a little bit differently so that the map act is really what gets drawn into that whole issue. Right now this is basically more of a CEQA condition and requirement when you talk about the MMRP's.

Chairman Murphy: Then I would like to see the standard language that staff will have used for that...have those changes made so we can do as Mr. Gillum suggested is not have to list all the requirements of the MMRP as separate conditions of approval within this document because based on your comments the Laguna Ridge MMRP is included as attachment one of this document. Would that not suffice for the requirements that are needed for the map act if you tweak the language a little bit.

Jon Crawford: We might be able if we tweak the language up here but again I think there may be some specific reasons why each and every one is listed. I can tell you from a plan review standpoint, from a recordation of the final map standpoint, it is far better to have each and everyone listed in here or at least have a good tabular form as you had said before that we can easily reference when we are going through the drawings and trying to create a situation. This one is even more confusing because if we actually required every development to sign an agreement and bond for all the improvements we would duplicate a number of projects and we know that the developers have made some private agreements as to who is going to build what and we are trying to get that straightened out, but until that really straightened out and become basically a partner to the developers as to who is going to what out there it is the responsibility of each developer to do each and every project that is out there so we have to make sure that is included in here somehow. So I just want to make sure that we don't loosen it up too much that we do not have the capability through the map act to make a requirement of a specific person if a project is forgotten.

Chairman Murphy: Well how would a project be forgotten?

Jon Crawford: It shouldn't be forgotten but its one of those things that hasn't been kept up on the radar and hasn't been bonded for and now someone is getting ready to move forward and try to pull permits and yet here is this one project....lll be honest flat out one of the things that we have discussed with this map and all the other ones is the Elk Grove Blvd./99 off ramp and the on ramp at the ARCO there. That project is one of the primary project that needs to be done with this work...with the first project out here and we have yet to see a set of drawings on those and yet we are moving forward with a lot of the other portions of this project. That is one we have not gotten clarification as to who the very specific persons could be responsible. So right now we are planning to put that on anybody and everybody who comes in and tries to pull a map out there. So we may actually duplicate it....we may quadruplicate that requirement because we just do not have anybody that has jumped up and taken responsibility. On a smaller scale, we don't want to end up in East Franklin where we have medians that have not been completed or as far as landscaping, we don't have signals that were required to be put in, we don't have roadway improvements put in because everyone thinks somebody else is going to do it.

Chairman Murphy: It sounds to me like the mess the City was trying to avoid in trying to figure out who owed what first up is just going to be revisited on you perhaps further in the process of Laguna Ridge being developed.

Jon Crawford: I don't think it will be. I think that is one of the reasons why, you may look at them as duplication of conditions, but this way it does provide not only the City pushing and getting everyone to move forward with the improvements, but it gets the owners talking and shoving each other to get it done, because if the one person who actually is responsible for doing those improvements isn't moving forward then the next guy is going to have to do and he doesn't have the private agreement that says he is going to do it and get reversed and so he is going to be helping us get the first guy to do it correctly and get it done.

Ed Gillum: Mr. Chairman, you should also look at attachment 2 of your staff report. That's the more pertinent document and that's where these conditions came out of. This is...I think it is table B or something in the appendix to our financing plan and this is where all the improvements are identified that are necessary before you can pull a building permit and we agree to that condition, but this where the conditions we are asking to be removed came from. If you go down the columns in attachment 2, mid-point of your staff report, you find an x next to Jackson's name on, I don't know, 80 improvements. We say yes, we agree those have to be complete before we can pull a building permit. We are not arguing the overall question we are just saying you don't need to go through this list of improvements in attachment 2 and list all of them as separate conditions. Those are for the large part out of our control. There is I think one of those improvements that's in our property and we didn't take that one out. That is to construct Laguna Springs Drive from Elk Grove down to Lotz Parkway we are going to build that as part of a Cost-Share agreement with the other owners in any case, but the rest of them are offsite to us we cant dedicate them, the original condition said dedicate the right of way and build it we have no power to do that and so we are saying we are not trying to scoot your not going to not get all those improvements before a building permit we just don't think you need to write down every condition and duplicate it, MMRP, attachment 2 which is the matrix from the financing plan which was approved and then list them all as conditions as well, that is the point.

Chairman Murphy: This is what you and I talked about yesterday Mr. Flint, is instead of making this for every applicant or every property owner with all the phases if just put Jackson Properties across the top have all these listed and then have check boxes for which ones they have to comply with. Does that not serve the same purpose?

Steve Flint: I don't think so.

Chairman Murphy: If this were an attachment to the conditions of the project.

Commissioner Hume: Why?

Steve Flint: Mainly because I don't see anything on that matrix that says when they have to do those improvements.

Ed Gillum: But we are accepting a condition in your own staff report that says they have to be done before we can get a building permit.

Commissioner Hume: Yeah I think that is implied in the whole Laguna Ridge Specific Plan.

Steve Flint: Well each one of those indicates when they have to do and it may be implied but I don't want to get into a wrestling match at the front counter when these guys come in to pull permits and that happens time and again. Its cleaner to put them in here have them identified with each individual project and have it attached as a package to the map. It is going to be much easier for us to administer and if it is a little bit redundant so be it.

Chairman Murphy: Why not a column that has timing on this as well that way you have a matrix.

Commissioner Lindsay: Because it wasn't in the original.

Steve Flint: Its not in the original, it wasn't adopted that way.

Commissioner Lindsay: You cant add something after the fact like that without going back and doing a major revision.

Steve Flint: I think we are jumping around too, we have done from the mitigation measures and the MMRP and now we are talking about the matrix and the financing plan I think we need to try to clear one of these issues first before we jump ahead.

Commissioner Lindsay: Mr. Chairman before we go further I would like ask for a five minute recess and I have a question I would like to ask the applicant but not in public.

Chairman Murphy: Alright any objections? We will grant a five minute recess.

(BREAK FROM SESSION)

Chairman Murphy: Carey is the tape going? Ok I will call us back into session.

Commissioner Lindsay: During the recess I spoke with the applicant and asked one simple question. The response to that question was simply that we would accept all the redundancies between the two conditions of approval the staff report and the MMRP and so on and limit our discussion tonight to the items in the 3 page memo that Mr. Gillum provided to us. So having said that your condition number eight which is our condition 5 pretty much says the same thing so I don't think there is any discussion on that.

Ed Gillum: No, absolutely none.

Commissioner Lindsay: So lets go to nineteen.

Ed Gillum: Nineteen, condition #19

Commissioner Lindsay: which condition in ours is that?

Commissioner Hume: Forty

Ed Gillum: This is the condition that public works staff, Jon Crawford, discussed earlier. What wasn't brought up during that discussion is the fact that we are going to build our roadways in advance of building anything else. Again that is part of the conditioning we have agreed to accept as part of the matrix and part of the MMRP, so Laguna Springs Drive will be constructed in its entirety including a landscape strip between back of curb and sidewalk and it's our desire, our request, that we be allowed to construct the driveways that we have requested. I believe it is attached to the conditioning set we provided earlier, the very last page is in fact a diagram showing where those drives would be located assuming you concur. Staff we had re-written that condition, our condition 19, to show the drives and to

revise the language to allow the drives we have shown on this exhibit. It's our belief that it's necessary for business/commercial properties to have adequate access. We have agreed to reciprocal access across all those lots so that won't become an issue that was also discussed by Mr. Crawford earlier, but we believe that this is proper conditioning, proper drive spacing and it does conform to the improvement standards with the 150 foot spacing as we suggest with our condition #19.

Commissioner Lindsay: I guess my question is, has staff had a chance to review that.

Jon Crawford: Public Works staff has reviewed it and this was some of the early presentation items and it was one of the reasons that we wanted to put in a limiting factor initially because we felt that what was being shown on the map and what was being proposed was far too many driveways for the amount of acreage that was there and we felt it was necessary to limit initially until such time as a design review comes in and we can then re-evaluate whether or not there is a need to add a driveway because of a specific type of use or a specific need.

Commissioner Lindsay: Ok well as I read this map they are looking for, well starts off with three driveway accesses on the west side of Laguna Springs between Elk Grove and Civic Center and on this map we are looking at....I can't even see where Civic Center is....

Commissioner Hume: Civic Center is off the map to the left.

Ed Gillum: It's actually the street just north of the subdivision Mr. Lindsay.

Chairman Murphy: It separates the commercial from the residential.

Commissioner Lindsay: Ok so instead of three you are proposing what

Ed Gillum: Actually I think they are proposing one in there. If I read the condition correctly they want three driveways total and there would be one between Civic Center and Elk Grove, one between Civic Center and Lotz on the Westside and then one on the east side of Laguna Springs.

Chairman Murphy: I don't read it that way but I can see how you might mistake that it says "three driveway accesses may be provided on Laguna Springs Drive in the following segments: one on the Westside of Laguna Springs between Elk Grove and Civic Center, one between Civic Center and Lotz, and on the eastside of Laguna Springs between Lotz Parkway and Elk Grove Blvd.

Commissioner Hume: You actually said it the way he interpreted it, I interpreted it the way you meant it which was 3 drive way access may be provided, three on the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center, three on the....

Chairman Murphy: Right that is what I was saying....

Commissioner Hume: But that is not what you said, you said one on... you said it the way he interpreted it which was **(inaudible)**

Commissioner Lindsay: So Mr. Crawford how does public works interpret that?

Commissioner Hume: It's intended to be 3 driveways in this segment, 3 driveways in this segment...

Ed Gillum: If it's three on the Westside between Civic Center and Elk Grove that is fine because that is what we propose.

Jon Crawford: We had originally only intended one drive way between Civic Center and Elk Grove. We felt that it was necessary, Civic Center is a collector street and we felt that was a better location for multiple driveways we have added an acceleration, deceleration lane, basically a fourth lane on Elk Grove Blvd. in order to accommodate additional drive way cuts along there as opposed to what our standards would typically call for and if you take a look at what we have discussed in the village design charrette was that there was going to potentially be an east/west corridor down the middle of these

properties which would be fed off into the various projects so the idea was basically to put a single mid spacing driveway which could provide access off of Laguna Springs to each lot that is within there. The intent in particular we feel the initial driveway location they are showing is an unsafe location. With the amount of traffic we anticipate on this road, especially as the primary access into the high school, is going to be a significant problem. We feel that the probably the third one could potentially could be granted, but its one of those that we would like to take a look at the overall site plan to make sure its not something that's going to isolate that lot 6 from lot 3. The whole idea was to incorporate the design and let the planners, again this is more into a planning issue, but to the idea was to incorporate the design of all those lots to each other not act as basically individual projects. So the intent there was to orient everything into a central area initially by coming in with your design review and show us why something else would be more important. As far as the area between Civic Center and Lotz Parkway there is already a street cut location as a result of the access into the Elk Grove Auto Mall that was not considered to be a driveway and so the intent was to place one driveway location initially between that and Civic Center and between that location and Lotz Parkway. So there your right, our proposal would be there would be three driveway points plus one basically road access, so really there are four cuts that are proposed under our conditions for the west side.

Commissioner Hume: From Civic Center to Lotz Parkway?

Jon Crawford: No for the whole length.

Commissioner Hume: For the whole length, the whole total?

Jon Crawford: One into the first commercial area, and then there would be 2 driveways plus one road cut into the business/professional. On the other side we did want to only, we wanted to minimize the number of cuts initially, and I think our discussion, and I would have to look specifically at the condition, is that we were only thinking about having one cut initially on that side until we can see what was being developed. We don't want to see five drive ways on that side which under the current lotting pattern would be what would be allowed and we feel that is not a good design and in a couple of those instances it is a rather unsafe design. So the idea is this is one of those areas that we feel it's important to get the design review in and see why it can't be designed to accommodate a more joint access type of project.

Chairman Murphy: I think first of all the conditions need to be worked a bit better, I'm sorry phrased better, because when I was looking at the map and reading this I was presuming that the future street cut that is between Civic Center and Lotz Parkway that was the one driveway access that you were going to provide and having one driveway access to serve a frontage that goes more than a third of a mile, adding up the distance of the parcels between Civic Center Drive and Lotz Parkway that's 1745 feet, your providing one drive way access for that. I was looking at the road cut as the one driveway you are going to allow and to me that is too far of a distance within an internal parking lot regardless of the circulation to me that creates a little bit of an unsafe condition. When I go to the Target shopping center on Laguna Blvd that is an awful lot of parking lot to navigate to from one side to the other that is why I like to seeing that there is a couple of driveway cuts that are through there so it reduces the amount of internal driving within the parking lot that I need to do.

Jon Crawford: Again we are not saying that these are the only ones, but if you count the ones on Civic Center and Lotz you have five access points into that linear lot and it's because they have separated it into six separate lots that you are now looking now should there be more. We feel that if you have some sort of internal circulation patten five ought to be more than adequate to get in and out of that facility. Again if there is a specific design or specific need then through the design review process we are able to look at other opportunities.

Commissioner Hume: Mr. Chairman. I want to kind of play devils advocate there. So essentially what you would be doing is offloading the traffic from Laguna Springs Drive off the property so then to they get a relief from their transportation impact fees?

Jon Crawford: No because they are still generating the trips onto the street, but what this does is allows for the movement internally between the various owners, such as you talk about the target center you

are able to go from the spaghetti factory over to Target over to Chevy's over to Borders and your confined within, whether it could have been designed better which it probably could have been is a different point, but that is the whole idea behind this is to see how many locations, lets take a look now as to how one lot can be designed to accommodate or to reflect what the rest of them should be.

Chairman Murphy: And I agree with that, but also that the same time taking the Target Center into consideration I am not going to pull in where the street entrance is to the east of spaghetti factory to get to borders because there is a drive way cut that's further down when your closer to that entity. If were permitting one cut its conceivable that if I want to go to lot B and the cut is at lot 4 I cant use the cut that is further to the north off of Civic Center drive because that is not a left in.

Jon Crawford: Civic Center drive that will be a left in. Civic Center Drive does not have a median, it's a collector road and there will be some free movements at that location. I notice they have a dashed line for a median in that location but my understanding we do not have a median going down Civic Center drive.

Chairman Murphy: Ok that's how I interpreted that. Commissioner Lindsay?

Commissioner Lindsay: Ok let me just ask a couple of questions and then make a couple of suggestions. First questions is, whatever we approve tonight does that fall under street cut fees? Are they required to pay those?

Jon Crawford: No

Commissioner Lindsay: But they would be if we picked them up during design review?

Jon Crawford: No there wouldn't be any street cut fees.

Commissioner Hume: There would be encroachment permits though yeah?

Jon Crawford: There would be encroachment permits but typically what we do on that depending on if there is significant on site improvements we just approve them with the on sites.

Commissioner Lindsay: There is a good article in one of the papers on street cut fees and I hadn't seen that before so I wanted to bring that up and ask about that.

Jon Crawford: Street cuts fees are basic for a trench issue, the most you have to do is put a header board within and you end up having that small cut along the edge and that is usually not charged a street cut fee.

Commissioner Lindsay: If I can just suggest we take this map pretty much segment by segment, like if we look at Elk Grove Blvd. there is a suggestion for 4 entrances/exits along the two lots there. Four to me seems to be excessive. I am not sure that I would necessarily say one each. I might put one close to the property line between the two and make it three, but four seems to me to be excessive.

Commissioner Kramer: Before we go that route. Can we ask the applicant why they need that number and why you might need those cuts?

Ed Gillum: Actually I think basically, well let me first say that John Jackson's been building office and commercial products for a very long time. He has a very good idea where he is going to place the buildings and we located the drives based on his knowledge of that. Having said that its also the case you might wind up with a street cut fee because if you have to cut a new driveway and extend services in there you now have to pay attention...you have to remember we are going to build these roads up front, we are going to build a solid curb and gutter across potentially a future driveway location, were not going to stub sewer and drains and the other services to that driveway because it doesn't exist. So we are going to have to take real pot shots at where we will locate those services. So we may wind up going back and cutting. We now have to avoid street lights that we have placed with that development and construction when we construct it up front. So isn't as simple as saying well its just ok

to come back and get it when you do design review because by now you have to put a ten thousand dollar cut in to provide a drive way to that site assuming they would grant it to you. So I think there is a further issue, its kind of a fairness issue, they say build everything up front, but we wont give you adequate access, but you know you can come back for it of course its going to cost you a lot of money. I don't think that is a fair way to do this. Now to Mr. Kramer's question. I think the design charrette will refine drive way locations on Elk Grove Blvd., I don't know that four are the right number, I think three is a possibility. We located these based on John's input and where we thought it would beneficial to have. We are creating an additional lane along Elk Grove Blvd. particularly so you can have drive access. These conform to your standard of 150 feet between drives and so we put as many in there as we thought we could use. I am not sure that three would work, but again we've attempted...because we have built an additional lane just so we could have right hand turns and that we would take advantage of it. So we are not going to be out in the middle of Elk Grove Blvd. blocking traffic with these drive cuts.

Commissioner Kramer: That makes sense. Will you do that for each segment as we go, explain why you want each thing?

Ed Gillum: Yup, I will attempt to the best of my knowledge if you want further information from John I am sure he would be happy to share his experience with you, but basically we want to provide enough access so the people that are going to use this property can use it conveniently.

Jon Crawford: If you want to know on Elk Grove Blvd, for the most part we agree with the applicant on this one with the exception of the last one on lot number 5 and the access on that point. We feel that since that lane will be disappearing and it will be a right turn only onto Laguna Springs the weave that is being set up by that there would be people trying to cut across and get into either the left turn lane or the at least out into the through lanes, that's the one that we are a little concerned about depending how the final design works out. The other three we don't have a problem with and there is potential to put a fourth in there somewhere, but one of the issues on this segment is that this is part of the town center and the final layout hasn't been finished and so I'm concerned about putting too many in up front without having the knowledge of what it is going to look like. Again we agree...we put the acceleration lane in, the extra lane in, for that specific purpose because we want to be able to get more people in and out off that roadway and so the idea of putting multiple driveway cuts on Elk Grove Blvd. is not a problem.

Commissioner Hume: Mr. Crawford did you say it's the eastern most driveway that you have the biggest problem with.

Jon Crawford: The eastern most on lot 5, the one on lot 7 again we have a significant problem with that one and really would like to look at that as a possibility....as one that should be looked at with a specific design review. That one has combination of both having to potentially remove some major oaks as well as the fact its right adjacent to the Schwab Center driveway, in some respects we would like to see if there is anyway of getting a connection onto the Schwab driveway as an alternative.

Commissioner Hume: I'm sorry if I can interrupt you just for a second here. So your on lot 7 is on the opposite side of Laguna Springs Drive, so you have a big problem with that one.

Jon Crawford: Yes, that one is a problem, the one we obviously are originally talking about is on lot 5 on the west side of Laguna Springs.

Ed Gillum: Can we jump back to five, excuse me Commissioner Hume, if we decide this segment maybe we can then move on to lot seven and do it somewhat logically. If we moved, Jon would it be a problem, if we moved that drive on lot 5 back to 250 ft. from the corner, moving it a little further. Again you indicated the drive access to Elk Grove wasn't the particular problem, it was a little close to the corner. Is 250 ft, almost a football field acceptable?

Jon Crawford: Basically, probably adjacent to the one tree to remain, not bring it back too much farther, there is a gap just off of lot 5.

Ed Gillum: So four drive s would be acceptable if we move that one away from the corner.

Jon Crawford: I think we can live with it.

Commissioner Lindsay: See doesn't this sound like something staff should be doing before it gets to us and the applicant. You know I really don't want to spend three more hours on this. I think there is enough here that staff really needs to go back and revisit this with the applicant and make some firm decisions on this. It just seems to me...I mean we have gone through one item, we are on the second one out of how many in three pages and its 8:30, I know we have stayed here until one o'clock in the morning before but it seems to me there is an awful lot of staff work to be done on this.

Commissioner Hume: I think I would counter that to this point. I think staff has said this is how we are moving forward and they are at a stalemate and so without....

Commissioner Lindsay: Right but just hearing now...tonight staff working out a deal with the applicant on where to put one of the drive ways.

Ed Gillum: Excuse me, I think this is one of the two big conditions, the rest of them are relatively straight forward and we can breeze through those this is a big concern for the project applicant. We had two meetings with staff on the driveways and as Commissioner Hume suggests we came to a stalemate on those and they suggested one driveway instead of 3 to 4 as we suggested.

Commissioner Lindsay: Ok so staff is ok with 4 in those two parcels provided that the most easterly one on parcel five is at least 250 feet from the intersection.

Jon Crawford: Basically yes, a little over 200 would work and that would give someone the adequate time to get over into the number 3 lane.

Commissioner Lindsay: So instead of 250, your fine with at least 200 feet

Jon Crawford: At least 200 and we would find a location that would not impact the existing oak.

Commissioner Lindsay: I'm fine with that.

Commissioner Hume: Ok can I ask, and this is just a general question for future reference, if the standard on driveway cuts its 150 feet how did we arrive at the 250 feet yardstick.

Jon Crawford: I told you in this case the 150 feet is too close to this intersection because of the dropping of the lane and it would require some significant weaving movements that we felt do not make it a safe exit in this one specific issue.

Commissioner Hume: So if that's just for the one issue, if I remember correctly....let me take a look....the condition reads from any intersection.

Jon Crawford: That's correct.

Commissioner Hume: Ok then I must have misheard you...when you say one specific issue is that applying to this whole project or is that applying.....

Jon Crawford: No we were talking about this specific driveway with regard to how the condition was laid out, our traffic engineer and our transportation engineer evaluated this site and felt that was a minimum necessary because of the amount of traffic that was anticipated at these intersections.

Commissioner Kramer: May I ask a follow up question? You had mentioned earlier the design standard specification and I think one of the things that is unclear to me, is there a written design standard specification for link between driveways or is it just a rule of thumb or is it whatever staff thinks. I'm saying whatever staff thinks at the time is appropriate for that particular project, it would be nice if there were some kind of at least rule of thumb that we knew about so it would be easier to judge that.

Jon Crawford: There is an adopted standard that says drive ways should be a minimum of 150 ft separation and that is a minimum.

Commissioner Lindsay: So I think we are all agreed on 4 drive way cuts on Elk Grove Blvd.

Chairman Murphy: Fronting parcels one, five and six.

Commissioner Lindsay: Well no just one and five.

Chairman Murphy: I'm sorry that's right one and five.

Commissioner Lindsay: And the most easterly has to be at least 200 feet from the intersection.

Chairman Murphy: And not impede with the tree.

Commissioner Lindsay: And not impede with the tree. So then the question then if we just follow along on Elk Grove Blvd. is lot 7 and that one there. Now staff has said they would like to see that eliminated but discussed a design review stage and the applicant is asking for a cut to be there.

Ed Gillum: That's correct, I mean this is right on Elk Grove Blvd., this is likely to be a volume use that would greatly benefit from having that driveway there. Again I don't know where the additional lane ends but I understand we are building it through that area as well Jon.

Jon Crawford: No the additional lane ends at Laguna Springs Drive we will be down to three lanes at that location. If any of you who currently notice the backup when someone tries to make a right turn into the Les Schwab or into the shell station we have some significant problems associated with that we have some accident history resulting from those 2 driveways, putting a third on in there is something we are very concerned about.

Commissioner Lindsay: As it stands now though, there is no way we can compel Schwab to do reciprocal access right?

Jon Crawford: There is no way we can compel them to do so but that doesn't mean that....

Commissioner Lindsay: Although the Supreme Court has given us an out.

Commissioner Hume: If I understand this particular lot correctly then your suggesting someone traveling east on Elk Grove Blvd. would have to turn right on to Laguna Springs Drive go all the way down to Civic Center Drive flip a u turn and come all the way back up to lot 7.

Chairman Murphy: If Schwab did not grant reciprocal access.

Commissioner Lindsay: That's right and there was no cut on Elk Grove Blvd. But that is exactly correct.

Chairman Murphy: So what is public works solution if Schwab doesn't grant the access.

Jon Crawford: Again, a lot of this design issue is a planning issue, but the question is what the type of use that goes in there whether you have a high volume use or you have something less intense can pull someone of Laguna Springs as the appropriate location. The question is whether or not lot 7, they know better about the marketing. I am just....what we have an issue here is we have a very congested situation here on Elk Grove Blvd and we are looking at what type of conflicts we can avoid adding.

Chairman Murphy: Well let's talk about the congestion issue. We have four lanes going eastbound up to Laguna Springs Drive.

Jon Crawford: That's correct.

Chairman Murphy: Then we go to three lanes continuing on. Congestion would come from either people making a turn onto Westbound Elk Grove Blvd. from Laguna Springs Drive.

Jon Crawford: No the congestion currently occurs from the freeway all the way back through this intersection. We have back ups that occur resulting from the auto mall lights and if you take a look at some of our accident history its rather significant between basically the rental car area and about two hundred to three hundred feet west of Laguna Springs Drive mostly from traffic that's backing up from the auto mall and the freeway entrance.

Commissioner Lindsay: And your concern is that from a construction standpoint is that it is easier to do this upfront then it is to do it after the fact.

(Inaudible)

Ed Gillum: Well all those things and in addition I know what the recommendation coming forward will be unless we can get access through Schwab, we will be back here for design review and we will be saying we need it in order to make this thing function and I think the comment that was made that would require all the way down to Civic Center drive to come back up to get to this lot is an absolutely appropriate one. It's a right in and right out, I understand there is congestion there I go through there on some frequent occasion and it does get congestion, but again as traffic stops people merge in from the right hand turn while that could tend to exacerbate it a small amount it still a commercial area that has those kind of drive ways and to make this lot useable and viable economically I think it is a pretty essential feature of the lot.

Commissioner Lindsay: Can you make that an entrance only?

Commissioner Hume: Yeah, I was going to say what if it were a right turn entrance only so the exit would still come out on Laguna Springs up to the signalized intersection and then on to Elk Grove.

Jon Crawford: It's actually the entrance that is the biggest conflict.

Commissioner Hume: It's the entrance that's the problems from the cars slowing down to make the turn in?

Tim Denom: Would a decel lane possibly resolve the issue?

Jon Crawford: A decel lane would cause the removal of three oak trees.

Chairman Murphy: Are you willing to pay the mitigation fee for those three oak trees? We have a tree ordinance, but we have mitigation practices in place. Mr. Crawford raises a valid point if this is a dangerous intersection due to congestion because of the freeway and whats further down. I am not interested in seeing the economic value of this lot reduced because we can't find a way to make them get the most direct access into that lot. It's ridiculous to have to go all the way down and flip a u turn to come back up.

Commissioner Lindsay: On the other hand without knowing more about the trees in questions, what size they are, I am not sure I am comfortable making a decision to remove three trees there.

Commissioner Hume: Let me throw out another possible alternative and see if this is amicable. Is there a way, I know Mr. Crawford that you don't like doing this, but is there a way we could get a left turn access into lot 7 roughly about where the lot line is between lot 7 and lot 8 or somewhere in that neighborhood. Somewhere so that someone can get into that lot without having to go a half block out of their way, actually a full block because they would have to go the half a block make the u turn come back that half a block.

Jon Crawford: The proximity to the intersection makes it very difficult to try to throw an extra lane in there in order to create a left turn pocket.

Commissioner Hume: Its 405 feet according to this map to the property line.

Jon Crawford: That's correct and the traffic we anticipate on this roadway necessitates a dual left coming out of Laguna Springs that is close to 500 feet in length.

Commissioner Hume: Here is the thing, I appreciate what your doing and more importantly when I am able to get where I want to go I will appreciate what you are doing, but what your essentially also doing by trying to create the perfect situation is, as the Chairman said, is devaluing that lot because if somebody has to go all this way to get back to that lot they are not going to go there. It's either one, not come to the highest and best use, or someone is going to roll the dice put something in and it's going to degrade very quickly.

Jon Crawford: And when this Commission has told us to do things we have found the best solution possible to make things work.

Commissioner Lindsay: So how about then, instead of going all the way down to Civic Center Drive, instead of having the left turn at the property line have it somewhere between the property line and Civic Center Drive past that 500 foot double left area.

Chairman Hume: I still don't agree with that. That's a de-valuation with that lot that they shouldn't have to bear.

Commissioner Hume: Then you're back to a reciprocal access situation where basically all the traffic using lot 7 would be going across lot 8.

Commissioner Lindsay: Yeah but at this point we can compel that because it is part of the application. We can't do that with Schwab because they are already in business.

Chairman Murphy: If I could raise this, my question earlier about whether or not they would be willing to pay for the miligation costs for removing the trees. They have the driveway where the trees are you were intending to do that anyways.

Ed Gillum: The answer is yes of course.

Chairman Murphy: So I would prefer that the driveway stand.

Commissioner Lindsay: How big are the trees?

Chairman Murphy: Well it's not identified on the map...

(Inaudible)

Commissioner Hume: Looks like 23 inches

Chairman Murphy: Did you find it on the map?

Commissioner Hume: No I am judging it... if you look at tree 958 it's roughly the same size as whats being called out as trees 41 and 42.

Chairman Murphy: So if there willing to take those trees out then....

Commissioner Hume: That can't be right it's bigger than a two foot drip line shoot that is a tree this big.

Ed Gillum: Unfortunately the big tree out there, you have probably seen the big tree direct across Laguna Springs, that one gets removed with Laguna Springs Drive.

Commissioner Hume: I see it's a 23 inch diameter trunk...so the trunk is this big.

Chairman Murphy: Well my comment still stands.

Commissioner Lindsay: I understand what the chair is saying, but it gets to the point where you know we've pretty much for one significant section of Elk Grove Blvd. diluted it from trees...and now we are talking about doing the same thing for another section...**(inaudible)**

Commissioner Hume: Can I throw something out there really quick...pardon me....there is a SMUD electrical easement coming off of Elk Grove Blvd. In the last application we just saw that means they have to have that access. So if we were to go back to a right entrance only in that location you are east of tree 42, west of the Les Schwab property line, no trees have to be removed, it's a right turn only and people coming back out can turn onto Laguna Springs Drive and then go up to corner and then turn onto Elk Grove Blvd.

Commissioner Lindsay: If that's workable I'd much prefer that.

Tim Denom: If I can interrupt, tree 41 is a 4 inch, 6 inch multi trunks that's a relatively smaller tree compared to tree 42 which is the eastern most tree. So if you could stop short of tree 42 with that deceleration land and drive way cut you can probably save tree 42.

Chairman Murphy: Mr. Crawford.

Jon Crawford: We can find a way to make it work, but I got to tell you the recommendation of my traffic people would be not to put one in here.

Chairman Murphy: Well, I can't agree with that because it devalues the lot significantly. I recommend that we take out the trees and allow the driveway there and move forward.

Commissioner Lindsay: It's a deal breaker for me.

Chairman Murphy: Pat

Commissioner Hume: I am going to say I think we should look at allowing a right turn access and allow, lets at least make that determination, how the applicant and staff work it out and then...

Chairman Murphy: I can buy that.

Commissioner Hume: I understand the point, but a right turn access on that SMUD easement, it gets it the farthest away from that intersection, its and area that has to have access easement anyways and it's a feel good decision of not having to take out the oak trees.

Commissioner Lindsay: Yeah, I can live with Commissioner Hume's suggestion, but I just can't live with taking the trees out.

Chairman Murphy: Well I would like to see what can be worked out between staff and the applicant. I think it needs to have at the very least the right in. I would prefer to see the right out as well.

Commissioner Hume: Can I suggest maybe we move on and come back to this at the end.

Chairman Murphy: Ok, so we are now down to...let's continue on the northwester corner, so we are now turning south on Laguna Springs Drive with the western access into lot 5, lot 3 and lot 6.

Ed Gillum: We did take one out from our original request. Three would be adequate in that stretch for us.

Commissioner Hume: Basically going forward with the matrix they provided, remove the access that has the red x.

Chairman Murphy: Yes they want to remove access to lot 2. They've got 5 on the corner, the eastern frontage of 2, the eastern frontage of 3, and then the eastern frontage of 6. They are suggesting taking out lot 2...the driveway cut. Would lot 3 then have a...would you move that further to the north to balance between it between 2 and 3.

Ed Gillum: We would move it to the property line for joint access to those two lots.

Chairman Murphy: Oh sorry that is the red arrow that you have on your map.

Ed Gillum: Right.

Commissioner Hume: What about lot 5 and lot 2. Would you move that driveway south to the property line?

Ed Gillum: We hadn't anticipated that..(**Inaudible**) I guess the answer is yes.

Commissioner Lindsay: Which one are you talking about Pat?

Commissioner Hume: Basically what would be the first drive way cut on Laguna Springs Drive, coming south, move it south to the property line of 5 and 2.

Ed Gillum: That is fine.

Commissioner Lindsay: So now I am confused are we talking about two or three cuts there?

Commissioner Hume: Still three.

Commissioner Lindsay: So you're moving the first one south and the second one north and they are going to meet at the same place?

Jon Crawford: Chairman, one thing on this one, and I realize the property owner was not in full agreement with what came out of the Town Center discussions, but one of the ideas behind this area was to provide for a, basically, private roadway that would basically bisect this site and the accesses would be pulled off of that. So really the thought was in this stretch was to only have that single access in the middle between lots 2 and 3. So I want to at least present that as part of some of the discussions that had occurred during that program so that the Commission is aware that there are some other discussions on how this whole town center area is going to work. I'm concerned about having too many driveways put in here that are going to end up dictating what some of those design features are. Again that is more of a planning issue, but that is what came out of it from a street and public works issue during our discussions.

Ed Gillum: We actually, Mr. Jackson just informed us, that he doesn't quite agree with what was just stated, in fact, we would like to maintain the three driveways in the locations we've requested to give us proper access on that roadway.

Commissioner Hume: What about back to the charrette process. It was my interpretation that the town center concept was from the Civic Center toward Bruceville and it didn't necessarily apply to this project because it's the Civic Center then I think a well site, then a BP site, then this shopping center site.

Ed Gillum: I don't think we are arguing that the charrette applies to these 6 commercial lots on the west side. It was in fact part of that charrette process. There is a later condition that attempts to bring all of the commercial and office property in but that is not correct, it is the stuff west of Laguna Springs and north of Civic Center is part of the charrette process. It is our request to give proper access to SC zone property that those three stand in the revised location we have discussed.

Chairman Hume: You want the locations to stay and you will still remove the second.

Ed Gillum: Yeah we will still remove the second one down, we have moved the most northerly one down to the property line so it would be a joint access and we moved the third one down without the x to the property line and the fourth one down stands. So there would be a total of three in that stretch.
Commissioner Lindsay: Your also then suggesting three entrances off of Civic Center Drive. Would you in fact need three in that area? You could get by with two, on for each of those big area servings two of the different lots.

Ed Gillum: And that street likely doesn't get constructed at the same time that Laguna Springs does, that is not part of the first phase improvements so that is less critical. For the actual location of those drives we could probably wait for the charrette process to mature. That is just my of the hand best guess.

Commissioner Lindsay: So then you're saying give us those three on Laguna Springs and forget the three on Civic Center Drive?

Ed Gillum: I am not saying forget them, I think we can discuss that but I am not as wedded to the three on Civic Center as I am the ones where it is being constructed today.

Commissioner Hume: Well I think the major driveway coming from the northern street from the subdivision component, it think that should be preserved. That just makes sense for accessibility.

Ed Gillum: Right, and we just placed drive on the other two. It's a commercial center, I'm sorry, but you give good drive access to this kind of utilization.

Commissioner Hume: Ok, I don't know if this should go to planning or to you Mr. Crawford, but going back to that idea that there should be a bifurcation running east to west in the middle of that site, that driveway would essentially be identical to the place that I just suggested that we put a left turn pocket for lot 7. So now it seems to me to be a little bit contradictory that in one sense your saying we don't want to create traffic there and then you turn around and say we want to create all our traffic there.

Jon Crawford: Because of my attendance I am passing on information, I am not saying that we agreed with what came out of the design charrette but it is something that the planning department was finding to be a necessary issue and again its basically because of my attendance that I am informing you of what the direction of the planning director was and what she felt came out of that charrette process. Now as far whether or not there was any left turn movements in that location, that again was not part of the discussion in the charrette process, again right now our thought if that is where that goes it is going to end up being right turn in/out, I know there will be pressure to do other things and it may be a situation, and if you look at the plan, that maybe *(inaudible)* to put a left turn into that road, but not necessarily in another direction.

Commissioner Lindsay: If I can just make a suggestion. Let's table those three, go down to lots south of Civic Center drive because they are asking for three there plus the roadway and given the length of that it doesn't seem to be an unreasonable request to me.

Commissioner Hume: Bingo, solved.

Chairman Murphy: I concur.

Commissioner Lindsay: Then they are only asking for the one on Lotz Parkway and that's actually in the conditions, that one driveway access maybe provided on Lotz Parkway. So then the only thing we have to now consider is lots 5, 3, 6 and 2 and then the eastern side of Laguna Springs. I am not really sure how to handle the eastern part because it seems to me that is really congested.

Chairman Hume: Well they suggest taking out the driveway access between lots 11 & 12.

Commissioner Lindsay: Well actually no, I understand they are doing that, but they put it in there and then took it out, because in the staff report there is only one on the eastside all together.

Commissioner Hume: I could never support that.

Commissioner Lindsay: I understand that, but I am just saying they are not taking it out they put it in and then took it out so it is kind of a distraction to have even put that there in the first place then took it out. So realistically we are looking at four along that side, the one on lot 7, one between 8 & 9, one roughly between 10 & 11, and then one down...and I'm sorry I can't read the lot number for that.

Ed Gillum: That is actually lot 12, the one in between 11 & 12 there is a well lot. Well lot E on that location.

Jon Crawford: Lot 12 should be listed as a non buildable lot and we would recommend there not be an access at that point. There is no need for an access to a non-buildable facility and if it is at some point sold and moved over into auto mall, the auto mall has the capability of gaining access off their future roadway for that lot.

Ed Gillum: And I guess the counter point to that would be, we concur that building code setbacks and so forth it likely is a non buildable lot as it stands today, but if you don't allow access there or another utilization like a parking lot for some on the offices across the street, you devalue it to the point where the guy in the auto mall says "well you cant use it for anything but landscaping so I'll give you a dollar for it", and given that I think the ultimate utilization is to sell it at a fair market value to the Auto Mall and then it could be a buildable lot so were going to suggest later in the conditioning that it be an advisory that it is not a buildable lot as it stands today, but still to limit access would devalue the lot to where its essentially useless.

Jon Crawford: But we are not limiting access at all.

Commissioner Lindsay: Exactly, that was going to be my point. We are simply saying that we are not going to allow a curb cut there right now and it would be subject to design review. So I don't see that as limiting access necessarily to that.

(Inaudible)

Jon Crawford: And any lot can come in and make an application for an encroachment permit to put a drive way in and through the design review process that driveway can be designated within that, so there are two opportunities to obtain access to that lot, one is a planning process one is a public work process.

Commissioner Kramer: So that would have to come back before us or is that discretionary?

Jon Crawford: On the design review it would have to come through you, but on an encroachment permit that would be the evaluation of the city engineer and traffic engineer.

Ed Gillum: Well since the traffic engineer was going to give us one cut for this whole stretch I can tell you what her answer will be.

Commissioner Lindsay: Well if look at the remaining requested ones, we have three cuts plus we have the road. Presumably there would be an entrance to lots 9 and 10 off that road.

Ed Gillum: And it actually is not a road it actually is a drive cut. It is shown as an extension, it's actually not going to be a road so it would be a driveway opposed to a road.

Commissioner Hume: That wouldn't connect into the auto mall, Laguna Grove Court?

Ed Gillum: Not if Lee Samis and Martin Nelson have anything to say about it. They will not allow that connection.

Tim Denom: What's being proposed there is a four way access so you would have a left turn pocket.

Commissioner Lindsay: Let's just see if we can make an agreement on the other ones and we will come back to that.

Chairman Murphy: To Twelve?

Commissioner Lindsay: Yeah.

Chairman Murphy: Alright.

Commissioner Lindsay: So if we are looking at the eastside we have got the one on 7, between 8 & 9, between 9 & 10 and between 10 & 11. I could see personally eighty sixing the one between 9 & 10 because every lot would still have access to it.

Commissioner Hume: that is exactly what I was going to say, the only problem is then you end up with a three way signalized intersection.

Jon Crawford: That's not signalized.

Commissioner Hume: Oh, it's not signalized?

Jon Crawford: That is not a signalized intersection.

Ed Gillum: And that is also our left turn in,

Commissioner Hume: That's your only left turn in?

Ed Gillum: That's the only left turn in. That's exactly *(inaudible)*

Commissioner Hume: And now we are back at the point where it all depends on what we do with lot 7 because that is where people would have to turn around to go back up.

Jon Crawford: To be honest that is where Public Works wanted the primary access to all those lots, as you can see its not shown even having an access point and during the design charette stage it was discussed that potentially that area could be more of a feature at the end of the Civic Center Drive and not have a driveway at that location so again just providing you information of other discussions.

Chairman Hume: What kind of feature?

Jon Crawford: Again it's a series of plantings or something; I don't know something that provides and end to the area.

Commissioner Lindsay: You know if it is the only left turn in then it is hard for to say lets drop it.

Commissioner Hume: Right, then what I was looking at what about combining the two from lot 7 to lot 9 into one somewhere in that segment. So that basically from Elk Grove Blvd to Civic Center Drive on the east side of Laguna Springs Drive there would be one.

Ed Gillum: They are at least 250 feet part, I mean the standard is 150, again we are going to grant cross access...

Commissioner Lindsay: Well...excuse me I need to ask Pat on this one. Are you suggesting that the first one be between seven and eight and then the left turn nine to ten and then the one between ten and eleven.

Commissioner Hume: I am just throwing that out there for consideration.

Commissioner Lindsay: Yeah I just wanted to scope that. I am sorry Mr. Gillum if you will proceed.

Ed Gillum: I think I made my point, I basically...I think it is our request to have the driveways shown. We have dropped one from our original request, and I concur that wasn't a particular useful drive given that it was the well site that was the southerly property there. We are just trying to provide as good access as we can. We are not going to have much depth on these lots to provide a decent drive through if you will to provide reciprocal access. Obviously this is a very difficult area, we were able to pick up an additional 24 feet of property to make it a little deeper, but it's a very difficult area and that's heavily treed so we are going to wind up with a pretty shallow situation that doesn't encourage reciprocal access between the lots driving north and south of Laguna Springs Drive.

Chairman Murphy: Yeah, because if you look at...if we were to limit the number of driveways to the eastern parcels from Civic Center to Elk Grove Blvd., the parcel lines between lots 7 & 8 have all those oaks sitting right there so placing something right in the middle would be difficult.

Jon Crawford: Just a quick point, is that you are making the assumption that the lot pattern in an acceptable lot pattern and that is what the whole idea this map is. Is that maybe 10 & 11 should somehow combined or maybe seven should be expanded more to make it...again I am not trying...I don't want you to lose focus on the whole issue, we are getting down to this nitty gritty about driveway access when we are talking about whether or not this subdivision is timely unto itself and if you talk to the applicant your going to find them saying we intend at some point to move some of these lot lines because we are going to get a client in that is going to want to build a little bigger or a little smaller and we are going to need have that flexibility.

Chairman Murphy: I understand that concern, but with that I have to defer t Mr. Jackson's twenty five year of experience developing these. I don't think they would put forth a plan with the needs for driveways if that isn't what his expertise tells us.

Commissioner Hume: Can I throw that question out to you or you or you? What is the reasoning behind this size lot? Are you looking at a build sell type product, are you looking at build lease, is there a formula for fitting on this lot? How deep of buildings are we looking at?

Jackson: We are looking at smaller commercial structures, there is not much depth to the lot there are oak trees that we have to deal with. Regarding access between parcels, ideally we would like to have access between all the parcels here, it is just good planning. The oak trees that are perpendicular are a bit of a challenge but we will work through that with staff. Building sizes are 6-10,000 square feet. There is not much depth you can't get anything much larger then that.

Commissioner Hume: Ok, so alright let's look at this then. Let's leave lot 7 as an entity unto itself right now because I think there is a multitude of issues with it. Coming back down looking at lot 8, lot 9, lot 10 and lot 11 and I understand there is some difficulty with the well site, but is there something in affect of what Mr. Crawford is saying of redesigning the lot sizes that still accomplishes your goals and maybe gives you a situation where...

Jackson: Do you want to redesign lot sizes or deal with access points?

Commissioner Hume: I just want to get this map moving forward.

Jackson: With the Commission's concurrence we would agree to limit the access between the drive between parcels 8 & 9 due to the left turn movement that would be afforded us at the termination of Civic Center Drive.

Commissioner Lindsay: Ok so 3 instead of 4 in that area with the understanding that we haven't talked about twelve yet.

Chairman Murphy: Alright let's talk about 12 because we have solved everything north of civic center drive.

Commissioner Lindsay: I think so, I mean it works for me how about you Pat?

Commissioner Hume: I think that is generous.

Chairman Murphy: Ok lot 12. I concur with Mr. Gillum's comments, just as with lot 7 I don't want to see the economic potential of this lot reduced. It's a piece of real estate and they have the right to leverage whatever they can in order to get fair market value or as close as possible. It's already having a semi-strike against it by it being declared a non-buildable lot due to set back issues. Having that access there whether it is used or not by the auto mall to the east allows them to get a fair market value or as close as possible.

Commissioner Kramer: What could you use that for if you have the access?

Ed Gillum: You could use it for parking I think Dan, is all you could use it for. If we don't have the ability to use it for parking then in fact the guy to east says well you can't use that lot so I will take it off your hands at a bargain basement price which is what we are trying to avoid.

Commissioner Kramer: Even if you get approval to have access you may not build it, you may sell it to the guy anyways, but you still have the perceived value or the option.

Ed Gillum: Yeah absolutely, you have the value and for example if the guy to the east doesn't want that lot, we have the ability then if someone across the street wanted a secured parking facility for example we could do something like that. So it gives us some utilization of the lot, otherwise you just don't have it.

Chairman Murphy: With the well site being where it is, that severely limits your ability to do anything to command a market value price because you're limited by the set backs.

Ed Gillum: We asked the county to buy it and they politely declined.

Commissioner Hume: Tim can you help me understand a couple of the lines on this map real quick. I am trying to figure out where the lots for the auto mall phase there, where they are, and then it looks like there is a smaller dashed line that goes up almost to the top of lot 12 what does that dashed line represent.

Tim Denom: Those are parcels that were created in Elk Grove Auto mall and so you have a parcel that is actually a long skinny parcel that is underneath the temporary detention basin in the Elk Grove GMC Pontiac parcel that stretches across to the east. Then you have two smaller parcels, the smaller one right adjacent to that arrow, just north of the arrow there, and another small one where the road goes in, the future street. So actually there are three parcels there.

Jon Crawford: If you remember the map that has come through on the auto mall is that will all be re-subdivided into a single larger lot along that reach. So we don't have a bunch of small parcels once that map is recorded.

Commissioner Hume: And that's pretty much was I was looking at because it looked like the lot that is more or less under where it says lot E was landlocked by the lots that says lot 12...if that's going to all be created into a larger parcel then I agree that makes sense to have a situation where...

Chairman Murphy: lot 12 is used with some type of access.

Commissioner Hume: Yeah

Chairman Murphy: Ok, well I am for keeping access on lot 12. Pat you as well?

Commissioner Hume: Yes

Chairman Murphy: Dan? Paul?

Commissioner Lindsay: No

Chairman Murphy: Ok. Is that all the driveway issues then? Or we need to come back and do Civic Center Drive. Is that correct?

Commissioner Lindsay: No I don't think we need to.

Chairman Murphy: So that is all of them then.

Commissioner Hume: I think the only one we are left at is lot 7.

Chairman Murphy: Oh that's right, that's the one we have left over, Lot 7.

Commissioner Lindsay: Now does staff have all this?

Steve Flint: We would like you to clarify what we just decided of Laguna Springs.

Chairman Murphy: We are eliminating the driveway between lots 8 & 9 and the drive the applicant identified he would remove, between lot 11 and lot E (the well site), lot 12 the access in that is being retained.

Jon Crawford: Mr. Chairman, can I ask one question. If we have the capability of getting the well site to put in a common drive way along the southern parcel line that could provide access to lot 12 and the water well would that also be acceptable?

Chairman Murphy: Mr. Gillum?

Ed Gillum: That's fine.

Chairman Murphy: Ok if we can do that, lets do that.

Steve Flint: So there is a total of four then on the eastside?

Commissioner Lindsay: Correct.

Chairman Murphy: Ok, lot 7, northbound, right in – right out. North bordering right in right out. Commissioner Hume identified the potential for a right in only at the SMUD easement. From my standpoint the economic value of that lot is diminished if we don't have strong access at the lot. It reduces the highest and best use for that parcel. I am for allowing that drive way to stay right in right out. Commissioner Lindsay?

Commissioner Lindsay: I agree with Commissioner Hume on this one.

(Inaudible)

Chairman Murphy: They are willing to address the mitigation by placing that there.

Commissioner Hume: Does the SMUD easement, do they have to have access onto Elk Grove Blvd. or as long as they have access to their easement? Do you know is that an access easement or is that a utility easement.

Jon Crawford: There is a utility easement; our look at this actually showed there is an ancient road dedication in there at one point which is subsequently disappeared. So there is some concern about true ownership at least up at that point between Schwab and lot 7. So it is something we have to get clarified from a mapping standpoint, but as far as access we can try to either get it in that location or as you can see to the left of tree #41, we may be able to try to get something in that location.

Commissioner Hume: If I had looked closer at the map it answered my question. The easement is only about that wide versus the width so I'll go along with right in and right out.

Chairman Murphy: So that is resolved.

Commissioner Lindsay: Well I am still against it, just for the record.

Chairman Murphy: Right.

Commissioner Hume: I will say this though, if feasibly if it can work out where that goes eastern towards the property line I think that would be the better solution.

Ed Gillum: We would be even happier if we can get a joint access with Schwab.

Chairman Murphy: So you will still pursue that?

Ed Gillum: Yes, absolutely.

Chairman Murphy: Ok.

Ed Gillum: So we are now onto condition #20

Commissioner Hume: Condition #41

Ed Gillum: Condition #41 there you go, condition number 41/20. I think this condition has been correctly modified to indicate where left turn access is likely permissible. I think there was a condition that required that we not have any left hand turns and I know that in the design charrette process the applicant was working with public works to possibly get a left hand turn in from Elk Grove Blvd. so I didn't want to be so definitive about no left hand turns into the property and that was the purpose of this discussion.

Commissioner Kramer: Did you that this is already resolved, isn't that what you said?

Commissioner Hume: It says left in, left out shall be evaluated at improvement plans.

Ed Gillum: That's fine.

Jon Crawford: If you like we can also do evaluated at design review and improvement plans.

Ed Gillum: Whichever comes first?

Jon Crawford: Yeah whichever comes first.

Chairman Murphy: Ok, let it read that. Ok, condition #25 which is...

Commissioner Hume: Condition #38.

Ed Gillum: This is the other major condition, it actually wasn't discussed in the staff report, but this is a request in this condition to extend J street up essentially most of the way through the map up to the water treatment facility as a single loaded street and the purpose stated in the condition is to provide additional parking for the park site. It does some very disastrous things to our map and frankly I don't think providing additional parking to the park site, that's probably going to have its own internal parking and in addition to that 80 % of that park side perimeter is already bordered by streets. I just think that is an unnecessary modification that does some very bad things to our map.

Commissioner Hume: I support the map as drawn.

Chairman Murphy: I support the map as drawn.

Commissioner Kramer: Yes

Commissioner Lindsay: Same

Steve Flint: May we make one statement.

Commissioner Hume: You have four people stating back against you but go ahead.

Steve Flint: The police department has responded (inaudible off microphone)

Commissioner Hume: Then I would said the City police department should work with the city parks department and the city public works department and resolve that issue, I don't think it is the responsibility of this land owner.

Chairman Murphy: Ok 25 which is...

Commissioner Hume: 39

Ed Gillum: I am going to let Tim talk about this...this is Tim's favorite condition.

Tim Denom: My concern there is the design for that 50 acre Civic Center park hasn't been started or even completed and so why not hold off on building a sidewalk there until you know what is going to happen in that big park there.

Commissioner Kramer: And you would provide a bond or?

Tim Denom: Yeah we can bond up for that for our fair share of that if that is what you prefer to do.

Ed Gillum: Our condition 20 I think we added that in...

Tim Denom: Yeah we did.

Jon Crawford: The comment from the parks director as well as from public works with regard to improving our streets, we feel it is necessary to provide for pedestrian access up and down all streets. In the future there may be pathways that go into the park, at some point there will be a sidewalk adjacent to the street in this area to allow for people to exit their vehicles or pedestrians to get on the park site and move up and down the street. The issue here is pedestrian circulation as opposed to what it is for a park. This is more associated with the street movements and the movement of people in and out of the subdivision.

Ed Gillum: This is not pork chop hill. So it's not the hill to die on, it's really a your choice kind of thing. When the park site is developed there will be a walk or something there. The question is whether we put it in now or wait until the park is designed so you know where it would truly go if they in fact decide to move it away or some other...

Commissioner Hume: And I have to say I lean more towards the latter of lets design the park then decide where the walkway should go and furthermore I think everywhere else in the city we are going towards a separated sidewalk and yet here at a park site we are going to that just doesn't seem to be a very nice transition from the "paved world" into the park world.

Chairman Murphy: From a park standpoint if you have people using it if they are parking on that street, unloading, they unload onto the sidewalk and then cross to a trail to go into the park.

Commissioner Lindsay: Bottom line it is that the applicant says they are willing to bond for it and I think that is probably sufficient. So I would accept their amendment on that one over 39 in ours.

Ed Gillum: I don't think you want to talk about condition 30, 20 in your set, that's the somewhat interesting discussion we had earlier about repetition of conditions.

Chairman Murphy: So we will strike your request for 30.

Ed Gillum: Condition 33

Commissioner Hume: Condition 23

Ed Gillum: You're right, overall drainage study has been prepared and approved for phase one and two and I think public works concurs that we can modify that condition.

Jon Crawford: The revised wording on 33 is ok.

Commissioner Lindsay: Then I'll agree with it.

Chairman Murphy: condition 42 has already been addressed. Condition 44...

Commissioner Hume: Condition 36, vertical curbs shall be designed and installed adjacent to all planter strips. The request is to stay in commercial lots I believe.

Ed Gillum: Its commercial lots and also is on Civic Center adjacent to the parkway and I can modify the condition to reflect that.

Commissioner Hume: You've added on commercial and major streets only. That has not yet been modified in our conditions.

Commissioner Lindsay: Staff's comment on that?

Commissioner Hume: Yes, our condition #36

Chairman Murphy: Adds on commercial and major streets only

Jon Crawford: This is actually an issue where what we have is on the median entry area and the entrance into the residential that is a vertical curb in that section down to the first street. Same thing down off Lotz parkway the entry its vertical curb and then adjacent to the park it is also vertical curb.

Chairman Murphy: if we just specify that along with your amendment?

Tim Denom: I think if we just say as shown on tentative map.

Chairman Murphy: Would that be satisfactory Mr. Crawford.

Jon Crawford: I think the key we try to use is where we have planter strips or any type of landscaping that's the idea behind this condition otherwise it falls back to our standards which requires vertical curbs on the collector and arterials only.

Ed Gillum: That's fine.

Commissioner Lindsay: So you are ok with staff original?

Ed Gillum: Yes. 46 and 47

Pat Enright: Excuse me I have a couple here. I noticed 30 we're deleting, your 39, dealing with flood insurance is there some reason....

Commissioner Lindsay: No, no you are looking at this right?

Pat Enright: I am looking at theirs

Commissioner Lindsay: Yeah, we agreed up front we are only looking at the changes they specified in this and everything else would not be changed.

Commissioner Hume: But to bring to your attention and did red out condition #39 in the document you gave us tonight and didn't address it on this letter. I caught it and noticed it and it is the one relating to FEMA. It's also true for 45, thank you.

Jon Crawford: I can shortcut that one on the FEMA issues, whether its in the condition or not we are going to require elevation certificates for all lots because it is required by our ordinance and FEMA is, even though it may not be in a zone A, it is still in a zone X, so you are no matter in the world you are in a FEMA zone as far as they are concerned. So just a clarification it is required by ordinance.

Ed Gillum: But my understanding is that your going to allow to be done as we have in the past you do one map, you don't do each lot as a separate entity, after you do your grading you then go ahead and do one document basically.

Jon Crawford: Correct.

Ed Gillum: That's fine.

Commissioner Hume: So condition #29 in our conditions stands.

Ed Gillum: That's fine.

Commissioner Hume: Hold on there is another one in there, condition #45 has been stricken and it starts with additional off site improvements...

Commissioner Lindsay: No again lets go back to the ground rules...its not in this three page so they agreed up front that they are not making that change. What is here stays.

Ed Gillum: That's correct, and this relates more to the duplication of conditions and is less...

Commissioner Hume: Ok so the next one is easy on that has been done.

Chairman Murphy: So 46 & 47

Commissioner Hume: 46 has been done, 47 has been done, 53 is condition 70 in our conditions and it's what we just went over.

(Inaudible)

Ed Gillum: condition 54

Commissioner Hume: Done, I think I couldn't find it.

Darcy Goulart: It's condition 15.

Commissioner Hume: Oh condition 15 and its still in here?

Darcy Goulart: It's been reworded.

Commissioner Hume: It has been done?

Darcy Goulart: Yes.

Commissioner Lindsay: So what are we on 55 now?

Chairman Murphy: number 54 which is our 15.

Commissioner Hume: condition 15 is the one regarding the build-ability of lot 12

Ed Gillum: And we wanted that to be an advisory condition indicating that as it sits it is probably un-buildable but we didn't want to take conditions that would either dedicate it or absolutely prohibit building something on there, particularly in light of the fact you could wind up with the guy on the auto mall parcel buying it combing it with his lot and having the ability to build on it. So we understand it is probably not buildable, given the trees, as it sits its not buildable but we don't want to give away the ability to build on it if circumstances should change.

Chairman Murphy: Mr. Crawford

Guy Nakano: Guy Nakano, public works, its kind of a moot point since you granted him the driveway anyway. The original was not to eliminate that drive way but reserve a right for the city to restrict access to that lot and again it would be reviewed under design review, but if there has been a decision to put the driveway there it is a moot point and we really cant reserve the right to restrict access when you are allowing them the access by putting that drive way there anyway.

Chairman Murphy: So the advisory information regarding...

Jon Crawford: So unless planning has a problem with it, public works doesn't see the need for the condition anymore.

Commissioner Lindsay: either wording?

Jon Crawford: Either wording.

Commissioner Lindsay: I am fine with that

Chairman Murphy: Ok let's delete number 15. On to condition 55...

Commissioner Hume: That is our condition 77.

Ed Gillum: Again that goes back to the discussion that Mr. Crawford had with Mr. Jackson about the possibility, and again it's only a possibility, but I just don't want to preclude left turn in access if in fact it turns out that we can have it.

Commissioner Hume: It says "however, alternative to this restriction will be evaluated at the design review stage for the fronting properties."

Ed Gillum: That's fine

Commissioner Lindsay: What condition was it?

Chairman Hume: 77

Commissioner Kramer: So you're agreeing to keep the existing condition?

Ed Gillum: We are agreeing to modify. I think there is a sentence in there that we would like to take out it says all proposed driveways unless the left turn access is granted as part of the town center design review process, we took out the sentence that said no median cut on this segment Elk Grove Blvd. because we already decided that four were ok so that's not applicable in this case. Oh excuse me median cut, there is a possibility through the design review process that we will get a left hand so I just want to take out the statement that no median cut would be allowed. And again that will get worked out in design review and is not something that we have to resolve today.

Commissioner Lindsay: I'm sorry I didn't see us give you any left turns on Elk Grove Blvd.

Ed Gillum: And you didn't.

Commissioner Lindsay: So why are we taking out no median cut would be allowed when there is no need for a median cut.

Ed Gillum: Let me again restate, maybe I didn't make it clear, quite possible. My understanding is, and Jon can certainly elaborate on it, my understanding is there is a possibility that a left turn access will be granted to our frontage on Elk Grove Blvd and so I want to merely take out the wording that says we can't do that, as part of the design review process we may be a left turn in according to apparently a discussion with Mr. Crawford and Mr. Jackson.

Chairman Murphy: So if future design review allows for a left hand turn in we need to remove the statement saying you are not permitted a median cut because you would need a median cut for that left turn access.

Ed Gillum: That's correct.

Jon Crawford: That's correct, and we concur.

Commissioner Lindsay: But we already decided tonight that it is right in right out on all those driveways that front Elk Grove Blvd. so it seems to me that would be a moot point at design review because we have actually made a decision to grant you more access on Elk Grove Blvd. tonight, but it is all right in right out.

Chairman Murphy: Well my decision to grant that was based on the west to east bound traffic flow. If there is the potential for access issues that come from westbound traffic and that is approved by public works in design review and comes to us with that recommendation I am certainly not going to shoot it down. This change allows for that possibility to happen it doesn't guarantee it will happen.

Ed Gillum: And that restates exactly what I was trying to say.

Chairman Murphy: Mr. Crawford?

Jon Crawford: We don't have any issues with the proposed language.

Chairman Murphy: Condition #57

Commissioner Hume: It has been done.

Ed Gillum: That was done.

Chairman Murphy: Condition #61

Commissioner Hume: Its not there, it's not in our conditions because it has been removed, condition 61 had to deal with temporary fire access.

Darcy Goulart: Its number 72.

Commissioner Hume: Its 72 in ours?

(Inaudible)

Chairman Murphy: Ok your suggesting temporary access shall be allowed for a period of two years after which the roadway in the adjacent village must be completed to provide two points of access.

Ed Gillum: And that would allow the residential develop to develop in phases that he so chooses without extending a public roadway through the next phase if you will. It's not an uncommon practice and that is our request.

Commissioner Lindsay: Staff's response?

Jon Crawford: Our response is that what you are doing is proposing emergency accesses across landscape corridors and onto streets that are supposed to be completed prior to the pulling of the first building permit of any site of any unit within the area, that part of the whole idea behind the Laguna Ridge Specific Plan is that all the infrastructure would go in before it was needed and would be in place when it is needed, so our thought on this is that if your going to develop phase 2 first that C street would be extended up to Civic Center or vice versa that there would be a connection down to Lotz and that the two primary entry points would be constructed with the first phase.

Ed Gillum: We would still like to retain the flexibility and that's your prerogative on that if you would.

Chairman Murphy: I think the whole purpose of Laguna Ridge is to have that infrastructure.

Commissioner Hume: I got to back staff on this one.

Chairman Murphy: Yeah, so deny 61.

Ed Gillum: So be it.

Chairman Murphy: Number 62.

Commissioner Hume: Number 74.

Ed Gillum: This is an item, and I understand the need to restrict certain things, basically a single family lot on a corner under this condition as I understand unless somebody can clarify it for me, is that you wouldn't be allowed to have in your rear yard your gate to have an RV or something. I think that is a little bit restrictive frankly, I don't know how you get to the back yard after everything gets built if you want to put a pool in or something else, basically taken that access and I think that's more restrictive than it needs to be.

Chairman Murphy: Mr. Crawford?

Jon Crawford: We currently have problems that have been initiated out in the field by people using the handicap ramps as access points to get into their side yards, we have people who are hopping curbs in order to get into their backyards. This is a means of providing something that we do not have in our ordinances in order to eliminate the possibility and having someone come in a pull a permit or getting the appropriate access point and putting either a driveway cut or some legal access if they need to provide storage for their vehicles. Right now we have people who are as I say hopping the curb, breaking curb, gutter, sidewalk, ruining landscaping in areas that we have, which are sometime common areas. Again we are also having problems with dirt and mud on handicap ramps as result of these access points.

Chairman Murphy: I don't follow, on handicap ramps? Can you give an example?

Jon Crawford: On the corners, people are using the handicap ramp as a driveway access to gain into their lots. So these are basically the corner lots, it is something we are going to put into our design standards in the upcoming months as we revise them that basically on the corner, the idea is to keep people from using a sidewalk as a driveway to get into their lot. Again most of these we will end up granting them the access, the issue is come in and let's make sure you do it correctly without breaking up the sidewalk or in some cases where we have vertical curb people putting wood or other things in the gutter to make the transition easier.

Commissioner Murphy: I am going to back staff on that one

Commissioner Gillum: Well these are rolled curb aren't they, correct me if I am wrong, isn't residential a rolled curb?

Commissioner Hume: I don't buy it, it is a rolled curb and it's the same rolled curb as where the driveway is as where round the corner is and the handicap ramp is at the corner not at the back of the lot, wherever the back of the lot is, I mean I think that's a ridiculous restriction. That is one of the reasons why people like corner lots is because it provides that extra access and down the road if they want to put in an extra detached garage feature they have to come in and get a building permit for that anyway so really all we are talking about is if they have an extra vehicle or boat trailer that they want to store back there or something to that nature.

Chairman Murphy: Well when I read this and looked at the map I was looking at lot 57 and lot 1 which are the entrance to, off Civic Center Drive, which is entrance to street C and street B and that is going to be a vertical curb based on what we discussed earlier correct?

Commissioner Hume: Yes, and to that point I would say lots 1 and lots 57 in village one and lots 1 and lots 45 in village 2 should have this restriction. Any other corner lot to be seems to be off the beaten path.

Commissioner Kramer: Did you say you are putting this in our design review process?

Jon Crawford: No it's actually going to be in our Engineering Design Standards and our Mapping Standards. One thing to understand you are looking at it far to logically Commissioner Hume. But what is happening out in the field they are accessing their front side yard as a drive way access and they are using the handicap ramps to get in that front side yard. They are not going down to the back of their yard and coming in the back where many of us would probably do ourselves. They are coming across the front corner and parking on the side yard.

Commissioner Hume: Ok but that's a whole different code issue because you can't have a driveway on a corner anyway

Jon Crawford: they are not using their driveway, They are going across their front yard and dropping in back behind their fence and they are using the handicap ramp as a way to get back into their yard.

Commissioner Hume: But what I am saying is that don't we have provisions for that anyway because if they are using it, they are not using their granted driveway, but they are using that as a driveway access wouldn't that be enforceable.

Jon Crawford: From an enforcement issue we have to catch them.

Commissioner Hume: You have to catch them in the act.

Jon Crawford: We have to catch them doing it.

Commissioner Kramer: They are driving across their front lawns to get into the side of their house.

Commissioner Hume: Ok but you understand the distinction from the scenario in what he is pointing out and what I am talking about. I think what I am talking about is a reasonable allowance.

Jon Crawford: And from our standpoint we don't think there is going to be a problem with that if people want to come in and let us take a look to make sure they are not going across something that shouldn't be there.

Commissioner Hume: And how much does that look cost?

Jon Crawford: Right now it is only I think \$15-\$25.

Commissioner Hume: You're sure on that, for plan check, that seems...

Jon Crawford: That's for an encroachment permit for that type of a facility. It's a very simple, the idea is to get people to get us involved to make sure we do not have damaged curb. It saves us more money by making sure the costs are low.

Ed Gillum: So we are not going to show on the final map then an access restriction.

Jon Crawford: on the final map we would put an access restriction across the corner.

Ed Gillum: Doesn't that require that to be abandoned then, that access restriction has to be abandoned and re-acquired by the owner.

Jon Crawford: No it would allow us to put it toward the part of the lot that we want them to be able to access from so they are not cutting across the corner and blocking traffic at the intersection.

Commissioner Hume: So then you're saying you would put the access restriction on the parts that you would never allow a driveway.

Jon Crawford: That's correct.

Ed Gillum: That's acceptable, I mean basically I want a guy to be able to get into his backyard from the side street.

(Inaudible)

Ed Gillum: I don't have a problem with that as long as it is understood that that access restriction does not include the last thirty feet of the lot or something where somebody could in fact have a drive access for an RV for a pool or whatever.

Chairman Murphy: Ok, so we are understood on that Mr. Crawford?

Commissioner Hume: Well no, because it says from the driveway around the corner to the property line of the side yard.

Ed Gillum: It has to be modified.

Commissioner Hume: So we are all on the same page if what your saying your going do is what you do everybody is ok with that but this condition is not worded that way.

Jon Crawford: We will re-work the wording if that's ok with this Commission to match our discussion.

Chairman Murphy: Yes it matches the discussion.

Commissioner Lindsay: If I can make a personal comment here, any other Chair with a 2 item night we would have bee out of here a long time ago.

Chairman Murphy: Yes, but I arranged for cake. Ok Number 63 Pat.

Commissioner Hume: That's our condition 75.

Ed Gillum: I think that has been decided. I don't think we need that. Yes it says build all the streets and we just wanted the clarification that is for the village we are talking about, you've already indicated if we phase it we will have to build a public street out to the other roadway. So that clarification helps understand that you don't have to build all the public streets in both phases.

Tim Denom: I think to clarify that if you just add the words "For the Village"

Jon Crawford: Yeah, we don't have a problem with that addition.

Tim Denom: So for 75 if you could add "dedicate and install all the internal streets for the village as shown on the map" so you're not building the north village to even though you're not building those houses.

Commissioner Hume: And picking up that other street is then done in that other condition.

Commissioner Lindsay: Well wait a second...because your original on the language is not to put "for the village" where you just said but it's in the last sentence. So where do you want it. I am not sure if it makes a difference but right now I am so blitzed I don't know the difference. I know it is 63, but it says "dedicate and install all internal streets as shown on the Allen Ranch Tentative Subdivision Map" and then last sentence "all street improvements for the village would be constructed prior" and then what your saying was "dedicate and install for the village all internal streets as shown in the.." it seems to me there is a difference there.

(Inaudible)

Commissioner Lindsay: Second sentence, so it should read as it is in your thing, "dedicate, install all internal streets as shown in the Allen Ranch Tentative Subdivision Map including the modification and identified subsequent conditions in accordance with the City of Elk Grove improvements standards to the satisfaction of public works. All street improvements for the village will be constructed prior to building permit." Ok.

Ed Gillum: 67 (54) right? This is really a Pat Enright question. This is a condition that requires that we join an undefined assessment district to share the infrastructure improvements. We are proposing to actually enter into a cost sharing agreement but this is what I have known to be called the condition subsequent that requires you to do an undefined thing without benefit of any timeframe, any costs, any definition of those improvements might be. So it may be academic but I have had a lot of commissioners and board members eliminate those types of conditions because it is condition subsequent, undefined cost.

Pat Enright: I'm not sure it's undefined, a condition subsequent it would be pursuant to the specific plan the conditions are required.

Ed Gillum: But there is no mello-roos required by Laguna Ridge. There is no requirement for a mello-roos as a part of the specific plan. The owners may choose to do a mello-roos to get some of their costs back early, but there is no requirement for mello-roos with Laguna Ridge and requires us to participate in it when it says at this point undefined I don't think is a proper condition.

Commissioner Hume: I have to agree with Mr. Gillum. I think that mello-roos is a very specific funding mechanism that may or may not be applied to the project. However if they want to put in their fair share then that's how they put in their fair share and if it is in kind then...

Commissioner Lindsay: The wording basically is to remove into a mello-roos CFD and to add this may be through participation in a mello-roos or other funding mechanisms. And I think that is a reasonable change.

Commissioner Hume: Yeah, it still says we are still going to fund our fair share we are just going to do it the way we want to do it.

Ed Gillum: Exactly

Commissioner Hume: and the way the other people agree that that's ok we do it that way. I mean that doesn't remove...

Commissioner Lindsay: Staff, any problems with that?

Steve Flint: This is a condition that came from our finance department and I am sure they made the recommendation based on the activities they have right now in the forming of districts.

Ed Gillum: There is a district that has been discussed and so forth we just don't want to be conditioned to participate because it hasn't been defined yet.

Steve Flint: Well there is more than one and think it's in the process of being defined

Ed Gillum: Oh there is a bunch. There is a bunch and we are agreeing to participate in street lighting and the street maintenance and all that. It's just the one that reimburses the private owners, that they will set up to reimburse themselves essentially.

Chairman Murphy: Mr. Enright?

Pat Enright: Well what I was going to do is add, there are several ways this can be financed I guess, so what I would suggest we add a clause to the affect that be subject to the approval of the finance department or planning commission or something to that effect.

Ed Gillum: Well and I think, certainly under mello-roos law you can be required to join a district, forced in if you will, they take a vote of the property owners, I don't anticipate any of those things occurring. I just don't want to have a condition that says you have to be part of this deal.

Commissioner Lindsay: Ok but if the wording then says this may be through participation through mello-roos CFD or by other funding mechanism, subject to the approval of the finance department.

Ed Gillum: That's fine, but again this is the private side not the public side. We are not disagreeing with any of the public mello-rooses this is a district among the property owners and we just don't want to be conditioned **(inaudible)**

Commissioner Lindsay: So we are adding "with the approval of the finance department"

Chairman Murphy: Agreed. Yes.

Commissioner Hume: See I don't know about that because see what he is saying is what this is going toward is this is their paying back the guys paying the big infrastructure in the ground.

Chairman Murphy: Pat he said ok

Ed Gillum: I am not sure I am ok, I agree with Pat, I am not sure if we are ok with having the finance director decide if we have to pay Joe Shmo back. I mean we are going to participate, and if it is a mello-roos and the things that are in the mello-roos are beneficial to our property we will likely participate but we don't know that yet. It's an undefined exaction that we don't want to agree to.

Commissioner Hume: If I tell you that I am going to pay you \$20 and you say well I really like your watch and I figure alright well the watch is worth about \$20 to me and I give it to you and your happy and I am happy what business is it of it the city. You see what I am saying this is a private funding agreement, it's how they themselves get paid for things that they do. So as long as the two parties agree...

Chairman Murphy: I understand, and I heard Mr. Enright make a suggestion and I heard Mr. Gillum say ok.

Ed Gillum: Well maybe I didn't understand what Mr. Enright said, because it is not a determination of the finance director of the city because it is a private mello-roos. It's done through the city but its advanced and agreed to by the property owners It's not a city district, it's a city district but its not city improvements... I am not making that clear.

Chairman Murphy: I understand what you're saying...it's a way for you guys to recover costs and spread it around.

Ed Gillum: More than likely we will participate in it. We have already have discussions about forming this district. I just don't want to accept a condition that forces me into something until I know what it is.

Pat Enright: I guess my other concern is that it doesn't state anywhere in here that its just for private infrastructure, because there are mello-roos districts for public improvements and maintenance of certain things. So if we are going to that we need to specify that it is actually for private infrastructure.

Commissioner Lindsay: Or specify that this particular this is for pubic infrastructure subject to the approval of the finance department.

Commissioner Hume: To that point then, why is the no problem with condition #66

Ed Gillum: Public Facilities. Because we know we are going to have to maintain streets we know we are going to have to maintain parks we know we are going to have to do a number of those things and we are not saying we are not willing to do all those things we are just saying we are not going to go carte blanch and be required to join a district.

Commissioner Hume: I got it that one is maintenance.

Chairman Murphy: So then with 67 it would say "prior to the final map the project area shall"...

Pat Enright: How about if we put "shall participate in a mello-roose CFD or other funding mechanism to fund the projects share of infrastructure."

Ed Gillum: I see that as a difficulty as well. I mean basically we are entering into cost share agreements with the other owners and I think that would require us to do so no matter how onerous those might be.

Commissioner Lindsay: What your saying is that we are going to do it but this would require that we do it and that would be onerous.

Ed Gillum: Exactly.

Commissioner Hume: Can I be terribly obtuse real quick. I apologize for cutting you off commissioner Lindsay. Why then even add the extra language, if the project fair share is determined. Are we on the same page there?

Commissioner Lindsay: I don't think so.

Commissioner Kramer: Determined by who?

Ed Gillum: Exactly and Commissioner Kramer they can put things into this mello-roos that we disagree with and we don't have an option under this condition we are required to participate in this district so that is my point.

Commissioner Lindsay: So if we use the finance department as an arbitrator you have a place to make your argument.

Ed Gillum: Basically my first preference is just not to have a condition that requires us to participate in something that we cant define if you want to have the finance as an arbitrator because you don't feel comfortable eliminating it, but its just a condition subsequent from my perspective and requires to do something no defined.

Commissioner Hume: so is there still that level of discomfort with the suggested language by Mr. Enright in which basically 67 would start the same as 66 does and so it would read "prior to the final map the project area shall form or annex into a mello-roos CFD, assessment district, or other financing district to fund..." Does that accomplish the same goal.

Ed Gillum: Again it's not defined and there could be things put into those districts and fair share mechanisms that we don concur with. I don't think this condition is going to break our back cause we are participating already. John brings up a good point, we could just pay our fare share in fact we are

building a 14 million dollar road as our fair share of phase one. But that doesn't solve the problem for the entire plan area, that's just phase one.

Commissioner Hume: Phase one of the plan area?

Ed Gillum: Phase one of the plan area which is about 125 million dollars worth of streets. So we are participating essentially to our fair share with the construction of that street because we are a constructing entity. So its not that we are not going to pay our fare share, I just don't want to be conditioned to participate in a particular mechanism that somehow defines that.

(Inaudible)

Ed Gillum: I am just concerned that something occurs as this group comes down the road and they want to reimburse themselves for good will, I don't know what the answer is. I am just concerned that it is jut a blank check for a mello-roos or another mechanism. I think we are going to participate to our fair share we are certainly doing that through the city fees, for the major infrastructure the roadways and so forth, we have to pay our fees. It's just the things that might be put into some other agreement that we have concerns with, I don't know if I can make it clearer than that.

Commissioner Lindsay: Ok so is there a point at all in the entire process where you would feel comfortable with definition of costs. Because this is before final map but is there a point in the process that you would feel comfortable having those costs defined up front.

Ed Gillum: It's not basically been a city function. Your finance director has indicated he is not willing to administer any such program. I mean that's been the stance that finance has taken to date. For obvious reasons, I mean there are various people requesting various things out of those mechanisms and at this point we are not totally in agreement with some of the things being requested. So I don't know why the city would condition us to participate in an undefined mechanism of this nature.

Commissioner Kramer: (inaudible)

Commissioner Hume: Well I am going to say more than I should and answer that by saying the previous application we had in Laguna Ridge are the guys that are going to get paid back. Take that as it may. They are the lion share of phase one.

Commissioner Lindsay: And you're concerned primarily with the non public infrastructure costs.

Ed Gillum: Its public infrastructure, but its non reimbursed public infrastructure. Its things as land and the roadways. Such things as the difference in payment for a well site between what they perceive to be the value and what the county is willing to pay them for it. Those kind of things could wind up in a fee that we are being required by this condition to pay.

Pat Enright: You want to have the option to pay the cash up front instead of going into a funding mechanism?

Ed Gillum: That might be one way we deal with it.

Pat Enright: Well don't you always have the option instead of going into the mello-roos of paying the amount up front?

Ed Gillum: We do have that option, but again the mello-roos is largely defined by others, perhaps, and maybe we don't agree with all those costs they put in the mello-roos Pat and that is the exact point. I don't think it's a City responsibility to condition us to participate in an undefined, unknown mechanism with costs that are not in fact (inaudible). We are paying our roadway fees, we are not arguing with any of the city districts, it is just being conditioned to participate in a private district.

Pat Enright: So is your main problem, is you're not sure what's going to be funded through the mechanism or is it the mechanism.

Ed Gillum: That is certainly one of our problems. No the mechanism is likely a good mechanism

Pat Enright: So your problem is you think it is undefined as to what the improvements are.

Ed Gillum: That's right and again I go back...

Commissioner Hume: And the value of said improvements

Pat Enright: Huh?

Commissioner Hume: And the value of said improvements.

Commissioner Lindsay: Well from what I am hearing a main part of it is who defines what the improvements are.

Ed Gillum: And the city doesn't.

Commissioner Lindsay: And Mr. Gillum is saying there could be x amount of costs that he will have no control over helping define.

Ed Gillum: Well that's essentially correct.

Commissioner Lindsay: And consequently he won't be able or be a participant in that process, except for opening the wallet and putting the money out. I don't have an answer this one yet...

Commissioner Hume: It's a struggler because obviously you can't get off the hook for paying fair share of improvements, but who defines the improvements.

Ed Gillum: Yeah who defines the improvements.

Commissioner Lindsay: And I understand the point he is making, but I don't understand enough about the finance end of it to say are we going to open up a can of worms here and do something that we don't intend.

Commissioner Murphy: Are they improvements that are dedicated to the City of Elk Grove?

Ed Gillum: Some of them might be, some of them might not be. We are talking about curb lanes, we are talking about a number of things and I think we are fine with a lot of those things we may not be fine ultimately with all those things.

Commissioner Hume: But it could go down to land for drainage channels or whatever? Right?

Ed Gillum: Whatever creative things you can put into those financing mechanisms, I just don't want to participate that I don't know what it is.

Commissioner Hume: So let me throw this further curve ball at you then. In your suggested language you still don't address what the projects share of infrastructure is. You simply address that the way your going to pay for it might not be in the districts, if they do form a mello-roos district and say these are all the things we want included in that and this is our fee, how do you say well I don't agree with that, that's not my fee here is 14 million dollars instead.

Ed Gillum: Well, we have agreed to be a participating or constructing entity, but there is a whole second tier of other things that they are looking at funding through some sort of mechanism.

Commissioner Hume: Well then there is a whole second tier of property owners too that have been non participating. I mean when we get into phases three and four in this plan it's really gonna get ugly. Has the potential too.

Commissioner Kramer: Going back to the formula, when we came up with the condition originally, I mean are there other cities or other jurisdictions that do similar things, I mean do we have City precedent for doing this? This can't be the first time we have ever faced this situation.

Commissioner Hume: Well alright let's look at that. In the east Franklin specific plan there is the east Franklin owners group and there was basically repaying the people that put the plan together.

Ed Gillum: That's correct.

Commissioner Hume: That was done via mello-roos?

Ed Gillum: No that wasn't. That was done via fee, when you came for your application you paid a fee. That was for the planning of the plan area. There will be a similar mechanism here. In fact, I comment on a later condition that we have been a participant since day one so it doesn't apply to us. In East Franklin they did in fact, first north phase did a mello-roos and they agreed on the improvements they would fund, this one is looking like it will be considerably more extensive than that and that's our concern. I guess I can always say I request the language as we suggest it be adopted and then we will deal with the fair share with the other owners as it has been, because your finance director has chosen not to enter this agreement and to put him as the arbitrator would require him to be part of it.

Chairman Murphy: Yeah, however you arrive with the other private property owners to reimburse or fund this mechanisms that's going to be done and it could be bloody as hell, you might need to have arbitration but that is your guys problem to solve that, this just talks about how its going to get funded.

Commissioner Hume: Yeah let the lawyers figure it out.

Chairman Murphy: So Mr. Enright whats wrong with the way that their suggested 67 reads.

Commissioner Lindsay: Well if I can interrupt I think Mr. Enright put his finger on that earlier, that their suggested doesn't discuss the private aspect versus the public aspect and it's not addressed either way. So we could have the possibility of public infrastructure being financed through another funding mechanism other than mello-roos.

Ed Gillum: And it's being funded largely by cash because we don't have time to put the mello-roos together before we start construction, assuming we get to construction.

Commissioner Hume: Well I guess I'm a little confused to get back to the initial MMRP is all of that is in the ground prior to a building permit so it is funded.

Ed Gillum: It's being funded by cash largely.

Commissioner Hume: I mean do you understand what I mean, I think there is a fail safe mechanism already that whether they do it prior to the approval of the final map or not they are pretty stupid to put all that money in the ground with no intention of making any back.

Commissioner Lindsay: I agree.

Ed Gillum: It could all go cash, I mean you just don't know.

Steve Flint: Which would be considered one of the other funding mechanisms that I am sure the finance director would accept so I think the wording they are suggesting would probably be fine.

Commissioner Lindsay: You could have said that along time ago and saved us a lot of trouble.

(Inaudible)

Commissioner Hume: Condition #68 has already been done.

Darcy Goulart: Already been removed.

Commissioner Hume: Condition #69 is already been done?

Darcy Goulart: Already removed.

Commissioner Hume: The next are conditions #57 through #60 in our conditions

Ed Gillum: Yeah that we agreed to not disagree with this I guess.

Commissioner Hume: Ok condition #67 – is that set to be removed?

Commissioner Lindsay: Well it's the duplication stuff so it is the same as the first one.

Ed Gillum: I guess my only observation, on the ones that are actually duplicated conditions, it would be nice to not have those not duplicated we are not going to take out the ones that are in the matrix and MMRP, but the one that says "each lot should have separate water services" was in here four times at one point so.

Commissioner Hume: My understanding on that Commissioner Lindsay is that its not duplicated as in it can all be covered by this other condition it literally that condition is in there more than once.

Chairman Murphy: What number was number 80

Commissioner Hume: Its condition #67 but I don't know what condition it is duplicated with.

Darcy Goulart: I looked through the document I couldn't find a second one so we may have already taken care of that.

Ed Gillum: With 192 conditions it doesn't matter.

(Inaudible)

Chairman Murphy: Do 82 is done. 84 is 78

Ed Gillum: And again its not a hill to die on I think it was just the timing where you dedicate some of these easements. I think it's a drainage easement and its easier to dedicate it on the final map by drawing a couple of lines then it is to write a document.

Jon Crawford: The wording should be "concurrent with the recordation"

Ed Gillum: That's fine.

Chairman Murphy: Condition 87

Ed Gillum: We understand this is one of your pet peeves.

Commissioner Hume: Condition 82? No your jumping ahead. This is 87 on your letter and condition 82 on our conditions. Provide public waters.

Ed Gillum: One time it was in there four times..

Chairman Murphy: Duplicate to conditions..ok we will say that one is done.

Commissioner Hume: Ok now your 91 is our condition 87

Ed Gillum: and again this the one where we were told that you guys had a concern about an uncertain condition as we do. I think it says it should be a minimum of 20 feet in width. We are at the end of a sewer system so we are not going to have deep sewers I think 20 feet is adequate.

Commissioner Hume: that condition came up, it's the one where they said they may have to dig sideways...we decided to make it 20 feet since it is going in the ground first. So strike "at least". Ok...Condition 92 is 109 in ours. This goes back to phasing huh?

Ed Gillum: Yeah this goes back to phasing so we just suggest a sentence to indicate that. Because we show two phases on our map and of course you have already decided we get to build a road out to the other street and that is fine.

Chairman Murphy: So I'm sorry what are we doing with 109?

Commissioner Hume: Add that the residential project and associated improvements may be phased as illustrated on the tentative map with the exception of the connection point....

Jon Crawford: I would recommend that stand instead of saying as illustrated on the tentative map...when you say maybe phased...phasing plan shall be submitted with the first submittal of the improvement plans and approved by public works.

Commissioner Hume: That's pretty standard

Ed Gillum: That's fine

Chairman Murphy: Ok so 98 is....

Commissioner Hume: That's our condition #93 and that a duplicative thing.

Chairman Murphy: 99 to 103 is a duplicative thing

Commissioner Hume: that is our 94-108. Condition 115 is our 111.

Ed Gillum: this again one of the ones that we agreed we are not going to modify.

Commissioner Hume: Condition 116 is our 112, I didn't look to see if it was duplicated.

Tim Denom: I guess on your 111 what is meant by minor street landscaping shall be installed. It's unclear.

Ed Gillum: Sorry about that I was looking at our 111 its our 115...we modified our 115 to clarify where it fronts civic center drive and lotz parkway that we would have to install the landscaping prior to the issuance of a building permit and I think that was the intent.

Jon Crawford: and the entries...basically all landscaping that is not associated with the major street frontage work. Which is in this case is Laguna Springs and Lotz Parkway and Elk Grove Blvd.

Commissioner Hume: I think the suggested change with "and entries" is sufficient. Basically that just precludes front yard landscaping.

Chairman Murphy: Ok so 116 is what?

Commissioner Hume: Our 112 I didn't look to see if there was a duplicate.

(Inaudible)

Ed Gillum: that was just a duplicate you can leave it in ...doesn't matter.

Jon Crawford: Most of those are not duplicate, one says design, one says dedicate and one says constructed.

Ed Gillum: Put all three words in the condition

Jon Crawford: I don't disagree with you Ed, we have been trying to do that.

Commissioner Lindsay: ok then 169

Commissioner Hume: that is 164 on ours

Ed Gillum: This was a condition relative to construction near a well site homes, there aren't any homes near our well site. It's across Laguna Springs Drive (inaudible)
Murphy: Ah that is our 165. That's a Sac County water agency.

Commissioner Hume: it just says you can't build a house near a well site until the well hole constructed. Well if there is no houses near the well site I mean it doesn't do anything.

Ed Gillum: Lot E is a long ways from the nearest home site.

Commissioner Hume: Well this just says adjacent so this isn't going to hold you up on anything. Condition 177 I think has been done

Commissioner Lindsay: So we are deleting 165 in ours?

Chairman Murphy: Yeah

Tim Denom: Next is 179 which is your 174.

Ed Gillum: I think we covered that...this is the flood certificate that Jon indicated we had to do, but we are going to do it in mass so that is fine.

Commissioner Hume: 181 & 182 are our 176 & 177.

Ed Gillum: Yeah this is again I don't know if this is an overall condition.

Commissioner Hume: This is the one that we actually get into a length diatribe in the last two maps for Laguna Ridge.

Ed Gillum: We consider this to be one of the master infrastructure improvements that I assume whatever way the city decides they are going to go we are all going to be in the same kettle of fish with R&B and those folks.

Jon Crawford: These improvements are listed in the phasing matrix, it is a requirement of phases one and two to improve this park. To acquire it and improve it, we put it on this project because it is the responsibility of each and every project within the specific plan to acquire and improve those parks in the phases that they are located in.

Commissioner Hume: We left it on the other two maps...

Ed Gillum: Well and we decided we are going to leave to overall stuff in anyways so it doesn't matter.

Commissioner Hume: I think the next one can be removed.

Ed Gillum: Yeah there is no 169 KB line anywhere near this site. Its down I think on Whitelock.

Jon Crawford: It keeps moving so that is why.

Ed Gillum: So I guess we would like to get rid of that condition because we shouldn't have to notify neighbors when it's half a mile away

Chairman Murphy: I agree with that...so it's their 183

Steve Flint: done

Ed Gillum: Done. Well thank you very much for your patience do we have anything further to discuss is the question?

Remainder of item is motion to approve.

Attachment D

Planning Commission Conditions of Approval as Modified on July 21, 2005

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
A. On-Going				
1.	<p>The development approved by this action is for a Tentative Subdivision Map to create 184 lots (161 single family lots, 4 landscape lots, 18 commercial/office lots and 1 well site), as illustrated by the Tentative Subdivision Map and Design Review.</p> <p>Deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.</p>	On-Going	Planning	
2.	<p>This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.</p>	On-Going	Planning	
3.	<p>The applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. The applicant agrees to defend and/or indemnify the City in any action challenging the validity of this permit or any environmental or other documentation related to the approval of this permit.</p>	On-Going	Planning	
4.	<p>The Tentative Subdivision Map approval is valid for three years from the date of Planning Commission approval, unless an extension of time is subsequently approved.</p>	Three years, commencing with the date of Planning Commission approval.	Planning	
5.	<p>The applicant is notified that this property is part of the Laguna Ridge Specific Plan (LRSP) project (EG-00-062). This project is subject to all applicable mitigation measures and conditions of approval from the LRSP project, as detailed in the recorded Mitigation Monitoring and Reporting Program for the parcels included in this development. The Laguna Ridge MMRP is included as Attachment 1 of this document.</p>	On-Going	Planning	
6.	<p>If there are any discrepancies between the approved tentative map and</p>	On-Going	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	the conditions of approval, the conditions of approval shall supersede the approved tentative map.			
7.	The applicant shall pay all applicable City of Elk Grove administered development impact fees prior to building permit issuance.	On-Going	Finance	
8.	The applicant shall pay all appropriate development fees charged by the City and other Special Districts providing services to the site.	On-Going	Public Works	
9.	Building permits for model homes may be issued prior to the completion of the requisite infrastructure per existing model home permit release checklist.	On-Going	Planning	
10.	Tree preservation, removal, relocation, and monitoring shall occur in accordance with the approved tree preservation plan. No land disturbance including grading and other construction activities shall occur prior to said approval. No tree removal or relocation shall occur prior to approval of the plan.	On-Going	Planning, Public Works	
11.	Landscape corridors for single family residential frontages shall be dedicated in Final Map. Landscaping along arterials and drainage channels required for Phase I and II shall be constructed in accordance with the Laguna Ridge design guidelines prior to issuance of the first building permit for production homes or at an alternative time as approved by the City Manager.	On-Going	Public Works	
12.	Streets shall be closed to the public until Department of Public Works, Division of Traffic Engineering and the project engineer determine the appropriate traffic control devices to be installed and the devices are installed to the satisfaction of Public Works. Road closure devices shall be in place immediately and maintained in-place at all times upon completion of paving. Road closure devices may be altered to allow public traffic onsite if approved by Public Works. In such case, applicant shall design a traffic plan with applicable road closure and traffic control devices to safely keep public and construction traffic separated, and must have the plan approved by Public Works prior to the allowance of public traffic onsite. The type of road closure devices and traffic control devices shall be determined and approved by Public Works.	On-Going	Public Works	
13.	All driveways shall require an encroachment permit. At that time the	Encroachment	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	curb, gutter, sidewalk and all public improvements shall be evaluated to determine if those improvements need to be repaired/reconstructed.	Permit		
14.	Street (trench) cuts into existing streets require a separate encroachment permit and the payment of street cut fees. Where multiple street cuts into the same street occur, a single, final surface (pavement) trench repair over all the trench cuts is required. Pavement grinding is required for the full length and width of the trenches.	On-Going	Public Works	
15.	<p>include the following dedications with respect to Lot 125C: We hereby dedicate to the City of Elk Grove the right to restrict the erection of buildings or other structures on and over Lot 125C. As a dedication to public use, while all of Laguna Springs Blvd. within this subdivision remains a public street, we hereby grant to the City of Elk Grove, the right to restrict direct vehicular ingress and egress to the said street.</p>	On-Going	Public Works	
16.	<p>The project applicant shall implement BMPs to ensure that long-term water quality is protected. The BMPs shall be designed, constructed and maintained to meet a performance standard established by the City. Project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include (but not be limited to) initial setup, yearly maintenance, and yearly monitoring.</p> <p>During project operation, the project shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs that are relevant to the project and shall be implemented might include but not necessary limited to:</p> <p>a) Public Education/Participation activities. Information shall be provided to new project residents and tenants regarding pollution prevention;</p>	On-Going	Public Works	

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<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>b) Materials Management activities. The project shall implement the following measures within any common landscaping or other facilities on-site.</p> <p>c) Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using, safer alternative products;</p> <p>d) Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and</p> <p>e) Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. The project shall notify project residents of household hazardous waste and used oil recycling at collection centers and round-up activities conducted by the City.</p> <p>f) Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;</p> <p>g) Illegal Dumping controls. The Covenants, Conditions, and Restrictions (C, C, & R's) for the project shall include a prohibition on the dumping of waste products (solid waste/liquid waste and yard trash) into storm drain</p>			

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<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>systems, open space areas, and creeks;</p> <p>h) Storm water pollution source controls shall be conditioned to provide a permanent storm drain message "No Dumping - Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in, place adjacent to the inlet (for parking lots and areas without curbs).</p> <p>i) Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavements through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. (The City of Elk Grove would be responsible for regular storm drain maintenance within the public right of way; grease traps and other storm water quality control devices on private property shall be maintained by the project.)</p>			
<p>17. The applicant shall not provide for any condition allowing for a public nuisance to occur during the construction phase, or during the operational phase of the project – to include any lighter-than-air advertising devices.</p>	<p>During Construction</p>	<p>Community Enhancement</p>	
<p>SINGLE-FAMILY RESIDENTIAL</p>			
<p>B. Prior to Issuance of Grading Permit / Approval of Improvement Plans</p>			
<p>18. The applicant shall record the Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program for all parcels included in this project, 132-0280-001 & 002. Prior to the issuance of any grading permits, comply with, record, and pay fees for the Mitigation Monitoring and Reporting Program (MMRP) associated with the project. Until the MMRP has been recorded and the estimated MMRP fee of \$10,000 has been paid, no grading, building, sewer connection, water connection, or occupancy permit from the City will be approved.</p>	<p>Prior to Issuance of a Grading Permit / Improvement Plans</p>	<p>Planning</p>	
<p>19. If the project is to be phased, submit a phasing plan for Public Works review and approval, prior to the 1st improvement plan submittal. All</p>	<p>Prior to 1st Improvement</p>	<p>Public Works</p>	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	phased streets will be constructed full width and fully improved, including all street lighting, sidewalks and (where required per design guidelines) landscaping. Subdivision (small map) improvements will be required to provide connections and other improvements through other subdivisions. The phasing plan shall also include building release sequencing and show the separation of public (home purchaser) traffic from building construction traffic.	Plans Submittal of the first Final Map (Village)		
20.	Improvements that are required to support proposed development within the project area shall occur in concurrence with the infrastructure Phasing Plan for Laguna Ridge, included as Attachment 2 and reflected within these conditions.	Prior to Approval of Improvement Plans or Issuance of Building Permit, as applicable	Public Works, Planning	
21.	All existing overhead utilities and all new utilities shall be placed underground as a part of the improvements for this project. This does not apply to 69 kv pole and transmission lines.	Prior to Approval of the Improvement Plans	Public Works	
22.	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Prior to the Approval of Improvement Plans	Public Works	
23.	The applicant shall prepare and submit a comprehensive drainage study that illustrates a detailed hydrologic and hydraulic analysis of the on-site drainage that will integrate and demonstrate consistency with the overall master drainage study	Prior to Approval of the Improvement Plans	Public Works	
24.	The applicant shall submit for the City's review the language and provisions of any required conservation easement(s) as specified by other entities, if any, including providing maintenance access in accordance with the Improvement Standards.	Prior to Issuance of Grading Permits	Public Works	
25.	The applicant shall comply with all NPDES Permit and City's Stormwater Ordinance requirement before, during, and after construction as require by the Permit and the Ordinance and in accordance with the latest	Grading Permit and/or deemed	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>version of the Guidance Manual of On-site Stormwater Quality Control Measure. That includes but not limited to the use of appropriate Best Management Practices (BMPs) measures.</p>	<p>needed by Public Works</p>		
26.	<p>In order to mitigate erosion and sediment control problems on the project site, the project shall comply with the City's Land Grading and Erosion Control Ordinance. If the project size is more than one acre, a Notice of Intent (NOI) must be filed prior to construction to obtain coverage under the State's General Construction Activity Storm Water Permit. As a condition of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) must be developed for the project. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. The Central Valley Regional Water Quality Control Board enforces compliance with the General Permit in the Sacramento area.</p>	<p>Prior to issuance of Grading Permits</p>	<p>Public Works and Central Valley Regional Water Quality Control Board</p>	
27.	<p>Prior to the issuance of grading permits, the project applicant shall prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall address spill prevention and include counter measure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. These measures shall be consistent with the City's Improvement Standards and Land Grading and Erosion Control Ordinance and may include but not necessary limited to: (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project site; (5) use of temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. The SWPPP shall be submitted to the Central Valley Regional Water Quality Control</p>	<p>Prior to issuance Of Grading Permits</p>	<p>City Public Works, and Central Valley Regional Water Quality Control Board</p>	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Board and to the City for review. A copy of the SWPPP must be kept accessible on the project site at all times.			
28.	The applicant shall obtain applicable State Fish and Game, U.S. Army Corps of Engineers, and State Water Board permits prior to issuance of grading permits if required.	Prior to the Issuance of any permits for grading, building or any other site improvements.	Public Works	
29.	The City of Elk Grove is a participant in the National Flood Insurance Program. All development within the City must comply with the regulations of the Federal Emergency Management Agency (FEMA) and the City of Elk Grove and Sacramento County Flood Plain Management Ordinance. Amendments and/or revisions of FEMA flood maps will be required for all development located in the federal or local flood zone. All amendments and/or revisions must be final and submitted to the City prior to issuance of the first building permit. The elevation of all building pads must be certified by a registered Civil Engineer or licensed Land Surveyor and submitted to the City prior to issuance of a building permit and the lowest finished floor elevation must be a minimum of 1 (one) - foot above the 100-year frequency water level.	Prior to the Issuance of any permits for grading, building or any other site improvements.	Public Works	
30.	All drainage systems shall be designed and constructed to accommodate runoff from the ultimate development according to the City's storm water Design Standards, and City's Flood Plain Management Ordinance.	Prior to Approval of Improvement Plans/Final Map	Public Works	
31.	All applicable SWPPP improvements and erosion and sediment control devices shall be in place prior to moving equipment, material and personnel on-site for grading activities.	Prior to Issuance of Grading Permit	Public Works	
32.	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Prior to Approval of Improvement Plans	Public Works	DUPLICATE CONDITION
33.	All driveways must be designed and constructed to the satisfaction of	Prior to	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Public Works and to the appropriate section of 4-10 Driveways in the City of Elk Grove Improvement Standards.	Approval of Improvement Plans		
34.	The internal circulation and access for all shopping center and business professional lots shall be subject to the review and approval by Public Works.	Prior to Approval of Improvement Plans	Public Works	
35.	Provide calculation and layout showing drainage areas and the pipe capacity in conformance with the 1996 Hydrology Standards Volume II and City of Elk Grove Improvement Standards. Show the manner in which overland flows are to be conveyed for a point of discharge.	Prior to Approval of Improvement Plans	Public Works	
36.	Vertical curbs shall be designed and installed adjacent to all planter strips	Prior to Approval of Improvement Plans	Public Works	
37.	Modify the eastern end of 'B' Street to terminate at the extension of the westerly border of Lot 2. Lot 2 shall extend south to Lot 3	Prior to Approval of Improvement Plans	Public Works	
38.	F Street, from G Street to D Street, shall be aligned with J Street to provide additional on-street parking for the park site to the west to the satisfaction of Public Works.	Prior to Approval of Improvement Plans	Public Works	
39.	Sidewalks shall be provided on both sides of J Street and the realigned F Street. Adjacent to the park sidewalks shall be 8' wide. Developer may bond for 8' sidewalk to allow it to be installed with the improvements of the civic center park.	Prior to Approval of Improvement Plans	Public Works	
40.	The location of driveway access point(s) must be to the satisfaction of Public Works and no closer than 250-150 feet from any intersection (measured from the return). Permitted driveways shall be allowed in the following areas as shown on the Tentative Map.	Prior to Approval of Improvement Plan	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<ul style="list-style-type: none"> • Three driveway accesses may be provided shall be allowed on Laguna Springs Drive on the following segments <ul style="list-style-type: none"> o Three on the west side of Laguna Springs Drive between Elk Grove Blvd and Civic Center Drive o Four on the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway o Four on the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd (not including road access to EGAM III) • Five two driveway accesses may be provided on Elk Grove Blvd. The driveway access for Lot 7 shall either share access with Les Schwab, be located adjacent to the eastern property line or be placed in another location where a right turn pocket is provided. No trees will be removed to provide for said access. • One driveway access may be provided on Lotz Parkway. • Additional access points may be proposed during the design review process for each lot. 			
41.	Access for all shopping center and business professional lots shall be restricted to right-in/right out. Additional access, left-in and left-out shall be evaluated at improvements plan.	Improvement Plan	Public Works	
42.	The driveway for single family lot 1 shall be at the eastern end of 'B' Street	Improvement Plan	Public Works	
43.	Install to the satisfaction of Public Work, three sets of speed cushions on G Street and J/F Street, for a total of six sets of speed cushions. Speed cushion locations shall be approved by Public Works and shall be located to avoid driveway conflicts. If approved by Public Works other traffic calming, such as bulb outs may be substituted for speed cushion.	Improvement Plan	Public Works	
44.	The applicant shall design site to minimize or eliminate nuisance flows across public sidewalks and walkways in accordance with adopted City standards. Where through-curb drains are required by City standards, the applicant shall design residential lot drainage to be tied into the curb drains for all units.	Improvement Plans	Public Works, Community Enhancement	
45.	Additional off-site improvement within City right-of-way may be required	Improvement	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
46.	<p>within the Laguna Ridge Specific Plan Area and shall be determined at Improvement Plan stage of the project.</p> <p>Where feasible, biofilter swales and vegetated strips are preferred and shall be utilized in providing biofiltration of pollutants in project runoff prior to entering receiving water body. The project engineer shall consult with the City when designing storm water conveyance facilities, and shall submit designs of these facilities to City for review and approval prior to approval of the grading plans and improvement plans.</p>	<p>Plans</p> <p>Prior to approval of Improvement Plans</p>	<p>Public Works, Planning</p>	
47.	<p>The landscape corridor, parks, and any project requiring landscaping shall incorporate the City's Water Conserving Landscape Requirements. Plans shall be submitted to the Planning Department and the Public Works Department for review and approval.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>Public Works, Planning</p>	
48.	<p>All the notes indicated below shall be included verbatim as Construction Notes on all Preliminary or Final Grading Plans, Overland Flow Exhibits, Improvement Plans, and Building/Development Plans, which are submitted to the Department of Public Works and/or Planning Department for each project, as well as all revisions to Plans that are subsequently submitted. For any contradictions that occur between these notes and the Tree Preservation Plan, the more restrictive provision shall apply.</p> <p><u>Tree Preservation Construction Notes:</u></p> <ul style="list-style-type: none"> • A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of all oak trees to be retained and all portions off-site oak tree driplines which extend into the site, and shall not be cut back in order to change the dripline. Removing limbs which make up the driplines does not change the protected zones unless otherwise determined by the City Arborist. • Chain link or alternately approved barrier shall be installed one (1) foot outside the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend 	<p>Prior to Approval of Improvement Plans</p>	<p>Public Works, Planning</p>	

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<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>onto the site, prior to initiating project construction, in order to avoid damage to the trees and their root systems. The barrier around those oak tree driplines which are approved for encroachment by structures and/or driveways can be moved to allow construction. The new barrier locations shall be four feet outside the structure wall and/or driveway location. Place 12" by 18" all weather durable signs on the protective barrier every 10' on center, stating: "This tree is protected by the City of Elk Grove". Minimum of 2 signs per tree.</p> <ul style="list-style-type: none"> • A piped aeration system shall be installed at all locations where impervious surfaces and/or structural development will occur within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. Installation of the aeration system be performed under the direct supervision of a certified arborist. If, in the opinion of the certified arborist, encroachment into the dripline protection area is severe, then the affected tree shall be retained on site but determined lost, and mitigation as required by the approving body. • All driveways which pass through the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site shall be constructed such that the entire driveway section is placed directly above existing grade. No excavation for driveway construction shall be allowed with oak tree dripline protection areas except minor excavation associated with the installation of piped aeration systems. • Any pruning of an oak tree shall be supervised by a certified arborist. Branch and limb pruning shall be limited to that which has been deemed necessary by a certified arborist in order to correct a safety hazard, structural defect, crown cleaning or arborist recommended pruning in the tree. Pruning due to canopy encroachment by buildings shall be limited to the minimum amount needed to safely accommodate the structure. All pruning and deadwood removal shall be executed in accordance with American National Standards Institute (ANSI) A300 pruning standards and the International Society 			

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<p>of Arboriculture (ISA) "Tree Pruning Guidelines". An ISA Certified Arborist shall supervise and tree pruning.</p> <ul style="list-style-type: none"> • Oak trees on site shall be pruned, as per arborist recommendations, prior to starting any adjacent site improvements. Any pruning of an oak tree shall be supervised by a certified arborist. • No signs, ropes, cables (other than those which may be recommended by a certified arborist to provide limb support) or any other item shall be attached to the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. • No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiles or, located within the dripline area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. • No grading (grade cut or fills) shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak trees which extend onto the site with the exception of approved encroachment areas on the Final Development Plans or as approved in the field by the City's arborist. If, in the opinion of the certified arborist, permitted grading in the dripline protection area is severe, then the affected tree shall be retained on-site but determined lost, and mitigation as required by the approving body shall be imposed. • No trenching shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto site. If it is absolutely necessary to install underground utilities within the dripline of the tree, the utility line shall be bored or drilled under the direct supervision of a certified arborist. • Landscaping beneath the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site include nonplant materials such as river gravel, woodchips, etc. The only plant species which shall be planted within the driplines of oak trees 			

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<p>are those which are tolerant of the natural semiarid environs of the trees. Limited drip irrigation approximately monthly during late spring, summer and early fall is recommended for understory plants.</p> <ul style="list-style-type: none"> No in the ground sprinkler or irrigation system shall be installed in such a manner that irrigates the ground within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. An "above ground drip irrigation system", drip lines placed on natural grade and all emitters shall be placed on grade, will be permitted under oak tree driplines. No trenching for irrigation lines will be permitted under dripline protection areas. 			
<p>49. Sacramento County Water Agency will not approve any improvement plans until a contract has been awarded for the construction of the Big Horn Water Treatment Plant.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>SCWA, Public Works</p>	
<p>50. Private drives and parking areas over easements shall have structural paving sections that meet City of Elk Grove Improvement Standards. This will prevent pavement damage by CSD-1 maintenance and repair operations.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>CSD-1</p>	
<p>C. Prior to Recordation of Final Map</p>			
<p>51. Prior to the approval of the final map, the project area shall annex into a Mello-Roos Community Facilities District (CFD) to fund a portion of the additional costs for police service related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Annex the Property and Levy the Special Tax.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
<p>52. Prior to the final map, the project area shall annex into Street Maintenance Assessment District No. 1 to fund a portion of the additional costs for long-term roadway maintenance related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Levy Street Maintenance Assessments.</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	
<p>53. Prior to the final map, the project area shall form or annex into a Mello-Roos CFD, assessment district, or other financing district to fund park, parkway, landscape corridor, and open space maintenance costs, as</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	

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	well as street light maintenance costs.			
54.	Prior to the final map, the project area shall form of annex into a Mello-Roos CFD to fund the project's share of infrastructure requirements in the Laguna Ridge Specific Plan area. This may be through participation in a Mello-Roos CFD or by other funding mechanism, subject to the approval of the Finance Department.	Prior to the Approval of any Final Map	Finance	
55.	Landscape corridor for single family frontage shall be dedicated to the City of Elk Grove in fee on the Final Map.	Final Map	Public Works	
56.	Improvement plans must be approved by Public Works prior to City Council approval of Final Map.	Prior to Approval of Final Map	Public Works	
57.	The applicant shall grant right-of-way and construct Elk Grove Boulevard, from Bruceville Road to approximately 300 feet east of the future extension of Laguna Springs Drive.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
58.	The applicant shall grant right-of-way and construct Bruceville Road, from Elk Grove Boulevard to Whitelock Parkway.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
59.	The applicant shall grant right-of-way and construct Big Horn Boulevard, from Elk Grove Boulevard to Whitelock Parkway.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
60.	The applicant shall grant right-of-way and construct Whitelock Parkway, from Bruceville Road to Lotz Parkway, consistent with the LRSP and subject to the discretion of the City Engineer.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
61.	The applicant shall grant right-of-way and construct Laguna Springs Drive, from Elk Grove Boulevard to Lotz Parkway (formerly Laguna Ridge Road).	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
62.	The applicant shall grant right-of-way and construct Lotz Parkway (formerly Laguna Ridge Road), from Big Horn Boulevard to Laguna Springs Drive.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
63.	The applicant shall improve Old Poppy Ridge Road, from Bruceville Road to the future extension of Lotz Parkway including but not limited to pavement rehabilitation to a design life of 10 years.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
64.	Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of Sacramento County Water Agency prior to Final	Prior to Approval of Final Map	Public Works, SCWA	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	Map approval.			
65.	<p>The applicant shall prepare and record CC&Rs over all parcels within the tentative map. The CC&Rs shall, at a minimum, include the following:</p> <ul style="list-style-type: none"> • Areas where homes front or otherwise are adjacent to a sidewalk, separated from the street by a planter strip and street trees, residential property owners may not place stepping stones, rocks, gravel, artificial turf, concrete, shrubbery or any other material other than turf between the sidewalk and the street. Maintenance of this planter strip and the street tree shall be the responsibility of the homeowner. Enforcement of this provision may be by association or the City of Elk Grove all at the cost of the residential property owner. • Where community owned tree(s) (association or City) spreads over property lines, the property owner may not maintain, trim or otherwise harm the tree without first obtaining a permit from the appropriate body. Maintenance of dropping leaves, twigs and general tree debris onto the residential property and its structures shall be the residential property owner's sole responsibility. • When open spaces are located adjacent to residential uses, open fencing shall be provide. 	Concurrently with Recordation of the Final Map	Public Works	
66.	Any deviations from City Standards shall be submitted with the improvement plan submittal with a letter justifying the deviations for consideration. Otherwise deviations that are not called out on the tentative map may not be approved by Public Works. These deviations run the risk of not being approved, potentially resulting in a redesign and requiring the project to go back to Planning Commission.	Prior to Recordation of the Final Map	Public Works	
67.	Dedicate design and improve all improvements identified in the Laguna Ridge Specific Plan Infrastructure Phasing Checklist revised date 4/15/05.	Prior to Recordation of the Final Map	Public Works	
68.	The Class 1 bike trail on the south side of Elk Grove Blvd shall be	Prior to	Public Works	

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	incorporated within the design of the commercial/office development within the Town and shall be a minimum total width of 14 feet, comprised of a 10 foot trail (PCC or AC) and minimum 2-foot wide paved shoulders, as required by design standards.	Recordation of the Final Map		
69.	All improvements shall be dedicated, designed, and improved in accordance with the City of Elk Grove Improvement Standards, as further conditioned herein, and to the satisfaction of Public Works.	Prior to Recordation of the Final Map	Public Works	
70.	Reciprocal access easement agreements shall be provided between the following parcels <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 The location of the access point(s) must be to the satisfaction of Public Works and consistent with points shown on the Tentative Map .	Prior to Recordation of the Final Map	Public Works	
71.	Elk Grove Blvd shall be dedicated, designed and installed as identified on the Elk Grove Blvd Improvement plans	Prior to Recordation of the Final Map	Public Works	
72.	Remove the temporary emergency vehicle easement on single family lots 12 and 52.	Prior to Recordation of the Final Map	Public Works	
73.	A visibility easement, if required, shall be placed on single family lot 1 at the southeast corner of J Street and I Street. All other lots shall conform to the City of Elk Grove's visibility easement requirements.	Prior to Recordation of the Final Map	Public Works	
74.	For all single family corner lots an access restriction shall be placed on the property from the driveway around the corner to the property line of the side yard.	Prior to Recordation of the Final Map	Public Works	Public Works to provide revised language per PC direction.
75.	Dedicate and install all internal streets as shown in the Allen Ranch tentative subdivision map including the modification identified in subsequent conditions, in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works. All streets improvements for the village will be constructed prior to building permit.	Prior to Recordation of the Final Map	Public Works	
76.	Dedicate a 12.5 foot public utility easement for underground and	On Final Map	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>appearances adjacent to all public and private streets. Along major roadways, the PUE shall be located in the landscape buffer as per the design guidelines or to the satisfaction of Public Works.</p>			
77.	<p>All proposed driveways on Elk Grove Blvd shall be right-in/right-out only. No median cut will be allowed on this segment of Elk Grove Blvd. However, alternatives to this restriction will be evaluated at the design review stage for the fronting properties.</p>	<p>Prior to Recordation of Final Map</p>	<p>Public Works</p>	
78.	<p>Dedicate drainage rights-of-way (with prior to recordation of final map) and construct facilities (prior to the issuance of building permits) pursuant to the City of Elk Grove Floodplain Management Ordinance, Sacramento County Water Agency Code, and City of Elk Grove Improvement Standards, including any fee required by the City of Elk Grove. The pertinent provisions of the above-referenced codes, standards, fees, and ordinances shall be applicable at the time of site improvement plan or approval of final map, whichever occurs first.</p>	<p>Prior to Recordation of Final Map and Prior to the Issuance of Building Permits</p>	<p>Public Works</p>	
79.	<p>Corner monumentation, as shown in the Design Guidelines, shall be installed at the time of improvement of the street. Improvements shall be on all corners of the intersection, including the future commercial corners.</p>	<p>Final Map</p>	<p>Public Works</p>	
80.	<p>Design and construct traffic signal at the intersection of Big Horn and Village Tree Drive in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.</p>	<p>Prior to Submittal of First Final Map</p>	<p>Public Works</p>	
81.	<p>Prior to construction, all well sites are subject to administrative design review by the City of Elk Grove.</p> <p>Well site locations on Lot 1 (Shopping Center) are not approved with this tentative map. Final locations will be determined by the City of Elk Grove. The city shall have final locations determined by June 30, 2005 or the locations per the Tentative Map will become the final locations.</p>	<p>Prior to Approval of Final Map</p>	<p>SCWA, Public Works</p>	
82.	<p>Provide separate public water service to each parcel and dedicate water pipeline easements to the satisfaction of Sacramento County Water Agency prior to approval of the final map.</p>	<p>Prior to Approval of Final Map</p>	<p>SCWA</p>	
83.	<p>Prior to final map recordation or signing of improvement plans whichever occurs first, the Sacramento County Water Agency requires either fee</p>	<p>Prior to Recordation of</p>	<p>SCWA</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>simple title or purchase agreements or an alternative agreement as approved by SCWA for the Big Horn Water Treatment Plant site and the Laguna Ridge Water Treatment Plant site as identified in the most current approved Laguna Ridge Specific Plan Water Supply Master Plan.</p>	<p>Final Map or Approval of Improvement Plans, whichever occurs first</p>		
84.	<p>Destroy all abandoned wells on the proposed project site accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all wells that are to be abandoned, destroyed and/or retained for construction and grading operations on the improvement plans for the project. Prior to abandoning any existing agricultural wells, the applicant shall use water from agricultural wells for grading and construction.</p>	<p>Prior to Approval of Final Map</p>	<p>SCWA / EMD</p>	
85.	<p>Project proponents, future successors or interests shall reserve a minimum 100ft x 100ft water well site located at lot A and necessary easements to the satisfaction of the Sacramento County Water Agency (SCWA). Acceptance and approval of the site shall be subject to meeting Department of Health Services (DHS) setback requirements and obtaining acceptable results from hydrogeologic evaluations (exploratory drilling). If these conditions cannot be satisfied, then an alternate site on the Allen Ranch Subdivision shall be selected by SCWA and similarly evaluated. Prior to final map approval or signing of improvement plans, whichever occurs first, the property owner shall grant right-of-entry to SCWA to conduct hydrogeologic evaluations. Prior to final map recordation or signing of improvement plans, whichever occurs first, the property owner shall enter into a reservation agreement with SCWA consistent with Chapter 22.50 of the Sacramento County Code (City of Elk Grove Code) and Government Code Title 7, Division 2, Article 4. SCWA will not sign improvement plans until the project proponents, future successors or interests have entered into a purchase agreement for said well site.</p>	<p>With Recordation of the Final Map</p>	<p>SCWA</p>	
86.	<p>CSD-1 shall require an approved sewer study prior to the approval of Final Map or submittal of improvement plans for plan check to CSD-1, which ever comes first. The sewer study shall demonstrate how interim service</p>	<p>Prior to Recordation of Final Map or</p>	<p>CSD-1</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	will be provided to the project prior to the completion of the Southwest Interceptor.	Approval of Improvement Plans, whichever occurs first		
87.	Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance.	Prior to Recordation of Final Map	CSD-1	
	<u>SINGLE-FAMILY RESIDENTIAL</u>			
	<u>D. Prior to issuance of Building Permit</u>			
88.	The applicant is hereby notified that the Laguna Ridge Specific Plan includes an annual limit on the number of building permits that can be issued to 1,200 permits for single family residences. This limit applies to all parcels zoned RD-4 through RD-10. Permits will be issued on a first come, first served basis until the annual limit is reached. The year, as calculated for the Laguna Ridge project, begins June 1 through May 31. Any permits that have not been issued since adoption of the Laguna Ridge Specific Plan, June 2004, shall also be available within the first construction year and any following construction year until such time as they have been completely issued.	Prior to Issuance of Building Permits	Planning, Building	
89.	All infrastructure improvements required of the Allen Ranch project shall be constructed to the satisfaction of the City of Elk Grove and consistent with General Plan policies PF-3 and PF8 prior to building permit issuance within the project area.	Prior to Issuance of 1 st Building Permit	Planning	
90.	All structures built within the Laguna Ridge Specific Plan area are subject to the Laguna Ridge Design Guidelines. Commercial buildings, multi-family projects, and single family residential units shall be reviewed for compliance with these guidelines through the City's Design Review process. Design reviews shall be approved by the appropriate authority.	Prior to Issuance of Building Permits	Planning	
91.	The Elk Grove Unified School District (the "School District") has funded and built certain oversized infrastructure that will be of direct benefit to	Prior to Issuance of Building	EGUSD	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and signature)</u>
	the Developer's Project. Prior to the issuance of any building permit for residential construction or for commercial construction within the boundaries of the Developer's Project, the Developer shall pay to the School District a deposit equal to the pro-rata per unit share for the interim sewer facilities, until such time the entire debt is satisfied.	Permits		
92.	All master home plans shall submit for Design Review through the Planning Department. No building permits shall be issued prior to the approval of this Design Review.	Prior to Issuance of Building Permits	Planning	
93.	The applicant shall construct all requisite infrastructure identified within the Laguna Ridge	Prior to Issuance of 1 st Permit	Public Works, Planning	
94.	The applicant shall design and construct the intersection and signal of Bruceville Road at Whitelock Parkways.	Prior to Issuance of 1 st Permit	Public Works, Planning	
95.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Elk Grove Boulevard.	Prior to Issuance of Building Permit	Public Works, Planning	
96.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Lotz Parkway.	Prior to Issuance of 1 st Permit	Public Works, Planning	
97.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Whitelock Parkway.	Prior to Issuance of 1 st Permit	Public Works, Planning	
98.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Elk Grove Boulevard.	Prior to Issuance of Building Permit	Public Works, Planning	
99.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Lotz Parkway.	Prior to Issuance of Building Permit	Public Works, Planning	
100.	The applicant shall design and construct the intersection and signals at the intersection of Lotz Parkway, Whitelock Parkway, and West Stockton Boulevard.	Prior to Issuance of 1 st Permit	Public Works, Planning	
101.	The applicant shall design and install a new signal on Elk Grove Boulevard, at the intersection with Wymark Drive.	Prior to Issuance of Building Permits	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
102.	The applicant shall design and construct a traffic signal on Bruceville Road and Street 1 (Ackley Drive).	Prior to Issuance of 1 st Permit	Public Works, Planning	
103.	The applicant shall design and construct a traffic signal at Bruceville Road at Civic Center Drive.	Prior to Issuance of Building Permits	Public Works, Planning	
104.	The applicant shall design and improve West Stockton Boulevard, from Whiteclock Parkway to Kammerer Road including but not limited to pavement rehabilitation to a design life of 10 years.	Prior to Issuance of 1 st Permit	Public Works, Planning	
105.	The applicant shall design and construct Bruceville Road, from Elk Grove Boulevard to Laguna Boulevard including but not limited to widening to 3 lanes each direction and restriping each direction for the entire length.	Prior to Issuance of 1 st Permit	Public Works, Planning	
106.	The applicant shall provide for signal phasing at Laguna Boulevard and Bruceville Road including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
107.	The applicant shall provide for signal phasing at Laguna Boulevard and Franklin Boulevard including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
108.	The applicant shall design and install intersection improvements for the Elk Grove Boulevard and State Route 99 intersection to the satisfaction of Public Works.	Prior to the Issuance of Building Permit	Public Works	
109.	Final Map shall be recorded and all internal subdivision and other conditioned improvements shall be constructed prior to 1 st building permit. The residential project and the associated improvements may be phased as illustrated on the tentative map.	Prior to issuance of 1 st Building Permit	Public Works	
110.	All intersections adjacent to the proposed tentative map and where improvements are constructed shall be improved on all legs of the intersection. Intersection striping, signage, street name signs and removal/replacement of offsite signage and transitional striping shall be the responsibility of the applicant to design and improve to the latest City	Prior to the Issuance of Building Permit	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and signature)</u>
111.	<p>of Elk Grove improvement standards.</p> <p>Minor street landscaping shall be installed prior to the issuance of the first building permit within the subdivision. If weather prevents the installation at the time of first building permit, up to 25% of the building permits may be issued at staff discretion upon demonstration of a fully executed landscape contract for the work.</p>	Prior to issuance of 1 st Building Permit	Public Works	
112.	<p>All improvements shall be constructed in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.</p>	Prior to Issuance of Building Permit	Public Works	
113.	<p>Fire/rescue services shall be provided to the property as follows:</p> <ul style="list-style-type: none"> • Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. • A permit release letter from the Elk Grove Community Services District Fire Department (EGCSDFD) shall be required prior to the Elk Grove Building Department issuing any construction permits. • Addresses for all lots shall be provided to the Fire Department within sixty (60) days of Fire Department signature of approval for development plans. • No more than 40 building permits shall be issued when a single point of access exists for a subdivision. Since there is no process in place for confirming the sequence in which multiple units are built, the above information should be considered and the Elk Grove CSD Fire Department should be consulted on this matter. • Dead-end streets in excess of 150 feet require approved emergency vehicle turn-arounds. • All required roadways, water mains, fire hydrants and fire flow shall be provided prior to the existence of any combustible construction or storage in this development. The roadways shall be constructed to a 20-foot minimum width with a minimum of 3 inches of AC over 6 inches of AB and shall have good drainage. 	Prior to Issuance of Building Permit	Elk Grove CSD Fire Department	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<ul style="list-style-type: none"> This development is required to provide fire flow from a public water system capable of delivering at a minimum 50 PSI static pressure and 3,000 GPM at 20 PSI residual pressure in commercial areas and 50 PSI static pressure and 1,000 GPM at 20 PSI residual pressure in residential, single-family home areas. Buildings of certain types of construction, size, and use may need additional fire flow or the application of mitigating efforts to meet fire flows above this minimum. The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the EGCSDFD and the water purveyor having jurisdiction. EGCSDFD approved traffic pre-emption devices of a type approved by the Elk Grove Fire Department shall be installed on all traffic signal devices erected or modified by this development. These devices shall be installed and functioning prior to any occupancy and at no cost to the Elk Grove Fire Department. The installation of roadway gates, addresses, landscaping, pipe bollards, fuel tanks, masonry sound walls, tree wells and/or traffic islands are subject to standards outlined by the EGCSDFD. 			
114.	Prior to the issuance of any building permits for the project, the project developer/owner shall pay Zone 40 development fees applicable at the time of building permit issuance in accordance with Sacramento County Water Agency Ordinance No. 18.	Prior to Issuance of Building Permits	SCWA	
115.	Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Elk Grove Water Conservation Ordinance (formerly Chapter 14.10 of the Sacramento County Code) to the satisfaction of the City's Landscape/Oak Tree Coordinator.	Prior to Issuance of Building Permits	Public Works	
116.	Prior to the issuance of building permits, the Sewer Lift Station Facility S-1.1 shall be constructed and operational to the satisfaction of CSD-1.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
117.	Prior to the issuance of building permits, the 16" and 12" Force Main, Bruceville Road S-1.2 shall be constructed.	Prior to Issuance of 1st Building	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
		Permit		
118.	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.2 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
119.	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.3 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
120.	Prior to the issuance of building permits, the 27"/24" Trunk Sewer and Manholes S-2.4 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
121.	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.5 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
122.	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.6 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
123.	Prior to the issuance of building permits, the 18" Trunk Sewer and Manholes S-2.7 shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
124.	Prior to the issuance of building permits, the Big Horn Water Treatment Plant W-1.1 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
125.	Prior to the issuance of building permits, the Water Production Well (Various Locations) W-1.3 shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
126.	Prior to the issuance of building permits, the 18" T-Main, Elk Grove Blvd. W-2.1 (a) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
127.	Prior to the issuance of building permits, the 24" T-Main, Elk Grove Blvd. W-2.1 (b) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
128.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Elk Grove Blvd. to Civic Center) shall be constructed to the satisfaction of SCWA.	Permit Prior to issuance of 1st Building Permit	Public Works, Planning	
129.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Street "B" to Lotz Parkway) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
130.	Prior to the issuance of building permits, the 16" Dia. T-Main, Big Horn Blvd (Lotz Parkway to Whitelock Parkway) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
131.	Prior to the issuance of building permits, the 20" Dia. T-Main, New Poppy Ridge (Bruceville Road to Paseo) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
132.	Prior to the issuance of building permits, the 20" Dia. T-Main, Whitelock Parkway (Paseo to Big Horn Blvd) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
133.	Prior to the issuance of building permits, the 20" Dia. T-Main, Whitelock Parkway (Big Horn Blvd to Street "G1") shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
134.	Prior to the issuance of building permits, the 30" Dia. T-Main, Whitelock Parkway (Street "G1" to Street "G2") shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
135.	Prior to the issuance of building permits, 30" Dia. T-Main, Whitelock Parkway (Street "G2" to Lotz Parkway) shall be constructed to the satisfaction of SCWA.	Prior to issuance of 1st Building Permit	Public Works, Planning	
136.	Prior to the issuance of building permits, Channel Excavation and Landscaping (Bruceville Rd to Paseo) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
137.	Prior to the issuance of building permits, Channel Excavation and Landscaping (Paseo to Big Horn Blvd) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	
138.	Prior to the issuance of building permits, 72" Trunk Drain and Manholes (Big Horn Blvd to WTF) shall be constructed.	Prior to issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
		Permit		
139.	Prior to the issuance of building permits, 72" Trunk Drain and Manholes (WTF to Street "G1") shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
140.	Prior to the issuance of building permits, 48" Trunk Drain and Mainholes (Street "G1" to Street "G2") shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
141.	Prior to the issuance of building permits, 60" Trunk Drain, Manholes and Outfall Structure D-3.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
142.	Prior to the issuance of building permits, 54" and 60" Trunk Drain and Manholes D-3.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
143.	Prior to the issuance of building permits, 72" Trunk Drain, Manholes and Outfall Structure 4.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
144.	Prior to the issuance of building permits, 66" and 72" Trunk Drain and Manholes D-4.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
145.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Big Horn to Laguna Springs) shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
146.	Prior to the issuance of building permits, 60" Trunk Drain and Manholes (Big Horn to Local Street) D-6.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
147.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Local Street to Laguna Springs) D-6.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
148.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Civic Center to Elk Grove Blvd.) shall be constructed	Prior to Issuance of 1st Building Permit	Public Works, Planning	
149.	Prior to the issuance of building permits, 30", 36" 42", 54", and 60" Trunk Drain and Manholes D-7.1 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
150.	Prior to the issuance of building permits, miscellaneous north paseo pedestrian crossings and two road crossing D-18.1 shall be constructed.	Permit Prior to Issuance of 1st Building Permit	Public Works, Planning	
151.	Prior to the issuance of building permits, North Paseo Drain D-18.2 shall be constructed.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
152.	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.1 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
153.	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-1.2 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
154.	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.3 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
155.	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.4 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
156.	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.3 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
157.	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.4A shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
158.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-3.4B shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
159.	Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.1 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
160.	Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.2 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
161.	Prior to the issuance of building permits, 12" Reclaimed Water Main, RW-4.6 shall be constructed to the satisfaction of SCWA.	Permit Prior to Issuance of 1st Building Permit	Public Works, Planning	
162.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-4.7 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
163.	Prior to the issuance of building permits, 8" Reclaimed Water Main, RW-6.1 shall be constructed to the satisfaction of SCWA.	Prior to Issuance of 1st Building Permit	Public Works, Planning	
164.	The applicant shall provide a non-potable water distribution system to the satisfaction of the Sacramento County Water Agency. When available, the applicant shall use non-potable water during grading and construction. Irrigation water service for all areas identified on the SCWA/MWH 2004 Sacramento County Recycled Water Distribution Modeling Study shall be provided from the non-potable system.	Prior to Issuance of Building Permit	SCWA	
165.	Sacramento County Water Agency will not issue water connection permits nor will building permits be issued for houses adjacent to proposed SCWA well sites until the well hole is constructed and functioning to the satisfaction of SCWA. SCWA will determine which lots are the adjacent lots and these lots will be shown on improvement plans. SCWA shall construct the wells within 2 years from the recording of the final map of this condition becomes void.	Prior to Issuance of Building Permit	SCWA	
166.	All street intersections, public or private, within one block of the proposed project, applicant shall install and/or replace street name signs in accordance with the City of Elk Grove Standard Details.	Building Permit	Public Works	
<u>E. Prior to Certificate of Occupancy</u>				
167.	Connection to County Sanitation District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.	Prior to Certificate of Occupancy	CSD-1	
168.	The trunk and collector sewer system for the project will not be accepted for maintenance and building occupancy will not be granted until the	Prior to Certificate of Occupancy	CSD-1	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	downstream sewer system serving the project is also accepted for maintenance.	Occupancy		
169.	Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system. In order to obtain sewer service, construction of CSD-1 sewer infrastructure is expected to be required.	Prior to Certificate of Occupancy	CSD-1	
170.	Water supply will be provided by the Sacramento County Water Agency, to each building, to the satisfaction of the Sacramento County Water Agency. Public water service shall be provided to each parcel through a separate connection.	Prior to Certificate of Occupancy	Public Works, SCWA	
171.	The applicant shall provide for graffiti-resistant paint or clear graffiti-resistant coating of all masonry walls, and any subdivision signs.	Prior to Certificate of Occupancy	Community Enhancement	
172.	Upon completion of the installation of the landscaping, the project landscape architect/designer shall certify that the installed landscape complies with all City Water Conserving Landscape requirements. Certification shall be accomplished by completion of a Certificate of Conformance on a form provided by the City. Failure to submit a complete and accurate Certificate of Conformance to the Planning Department will delay final approval/occupancy of the project.	Prior to Certificate of Occupancy	Planning	
173.	Sacramento County Water Agency will not issue water connection permits until the Big Horn Water Treatment Plant is functioning to the satisfaction of SCWA or an alternative water source is provided to the satisfaction of SCWA.	Prior to Certificate of Occupancy	SCWA	
174.	Submit Flood Elevation Certification, or equivalent City approved format, for each structure.	Prior to Certificate of Occupancy	Public Works	
175.	Any improvements, public or private, damaged in construction shall be replaced in-kind or with new improvement.	Prior to Certificate of Occupancy	Public Works	
176.	The 20 acre community park south of Whiteblock Parkway shall be dedicated to the City of Elk Grove prior to or on the Final Map. Applicant shall design and construct these parks in accordance with the facilities	Prior to 1st Certificate of Occupancy	Development Services	

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>plan provided by the City of Elk Grove and shall be in accordance with the parks improvement standards for the City. Construction shall be completed, accepted by the City and open for use prior to the first occupancy or at an alternative time approved by the City Manager.</p>			
177.	<p>The owner/developer must disclose to future/potential owners the existing or proposed 69kv electrical facilities located on Whitelock Parkway.</p>	Prior to Certificate of Occupancy	SMUD	
	<p>COMMERCIAL AND MULTIFAMILY RESIDENTIAL</p>			
178.	<p>The applicant is hereby notified that development of SC zoned Lots 1-6 are subject to the Laguna Ridge Town Center plan and are required to comply with the Laguna Ridge Specific Plan Design Guidelines. All projects within these lots are required to process Design Review entitlements prior to the issuance of building permits. Site improvement details related to driveway access and infrastructure improvements as well as infrastructure requirements in support of development within these lots will be determined prior to approval of Design Review entitlements of projects within these lots.</p>	Prior to Issuance of Building Permits	Planning	
179.	<p>Developers of the parcels located in the Town Center area shall provide reciprocal access points between neighboring parcels. These access points shall become easements between the parcels and at the Cities discretion may be recorded against the parcels. Location of access point(s) must be to Public Works satisfaction and will be approved when these parcels are developed.</p>	Prior to Approval of Improvement Plans	Public Works	
180.	<p>Water intensive commercial and industrial building permit applicants shall conduct a water use efficiency review and submit the findings in required environmental documentation for the project.</p>	Prior to Issuance of Building Permits	Planning, Public Works	
181.	<p>Efficient cooling systems, recirculating pumps for fountains and ponds, and water recycling systems for vehicle washing shall be required by all applicable development proposals.</p>	Prior to Issuance of Building Permits	SCWA	

Attachments

1. Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program

CONDITIONS OF APPROVAL

2. Laguna Ridge Specific Plan Infrastructure Phasing Plan

Attachment E

Proposed Changes to Conditions of Approval proposed by the Applicant

Edward R. Gillum, Consultant

Land Development and Engineering Consulting

July 21, 2005

Attention: Elk Grove Planning Commissioners


Subject: Allen Ranch

Gentlemen:

Transmitted herewith are two attachments relative to the hearing on Allen Ranch on tonight's agenda. First there is a redlined version of the conditions of approval that reflects the modifications that we are requesting from staff and from the commission. This version of the conditions is nearly identical to a version that we transmitted to the staff on July 13, 2005. The issues are the same and the only differences between this version and the copy attached are some minor cleanups and we have reordered the conditions into three categories; residential, commercial and conditions that apply to both. The second attachment is a document that identifies the reasons that we are requesting the modifications to the conditions. We respectfully request that you take the time to walk through the documents with us and that we can resolve the issues tonight and obtain a project approval. The timing is particularly critical since Jackson Properties is about to embark on the First Phase of construction within the Laguna Ridge Specific Plan project to build approximately \$ 125,000,000 in roadways and infrastructure to serve the whole plan area. Jackson's responsibility under a proposed cost sharing agreement is to build the Laguna Springs Drive and Lotz Parkway extensions that will serve the high school site, which is a \$ 14,000,000 project. Before they sign the proposed cost sharing agreement it would be very beneficial to have an approved project, as do the other two constructing entities under the agreement, Reynen & Bardis and Del Webb.

The changes we are requesting in large part represent clean up and elimination of duplicate conditions and requirements and clarification of others consistent with our discussions with staff. We aren't attempting to back away from any of the major (and very expensive) commitments the Laguna Ridge owner's group has made towards providing the major infrastructure upfront. There are a couple of substantive conditions that we do need to change to build the project that we envision and we hope to discuss those in detail. It is interesting that the staff report doesn't discuss any of the issues that are brought forth in the conditioning, even the ones that would require a redesign of the project that the report is recommending approval of. We look forward to discussing the project with the commission tonight.

Sincerely,



Edward R. Gillum

Explanation of condition modifications

The following condition modifications were supplied in this form to EG planning on Tuesday July 19th and substantially the same modifications were supplied on Wednesday July 20th although in a different order reflecting our desire to separate residential and commercial conditions. We have reordered the conditions to separate the conditions that apply to both commercial and residential and the conditions that apply to each category separately as originally agreed by planning.

Condition No. 8 – The condition makes the project subject to the mitigation measures for the Laguna Ridge MMRP which is attached and contains the overall Phase 1 and 2 improvements that have to be complete before this project can begin building. We are fine with this condition and ask that the many conditions that duplicate these MMRP items and the items listed in the matrix for the infrastructure Phasing Plan dated 4/15/05 as also attached with condition 30 be eliminated as duplicative and unnecessary.

Condition No. 19 – This condition has been modified to reflect the driveways that we believe are necessary to properly serve the commercial portions of the property. Staff suggests that they will determine drive locations as a part of additional development plan review but that is after the roadways and landscaping have been constructed and would result in having to cut out new drives in numerous locations and probably to extent new services to the sites as well. The original condition was on the condition set you obtained from the City on Friday.

Condition No. 20 – This condition has been modified to correctly identify the locations where left turn access is likely permissible because these points occur at 4 way intersections.

Condition No. 24 – We request that this condition be removed. This would require a major modification to the project for the stated purpose of providing additional parking within this subdivision for the public park. This is a very large public facility that is bordered by public roadways on 80 % of its perimeter and reportedly it is going to have internal roadway circulation and parking. This project should not be burdened by having to provide additional parking for this facility. In addition the redesign necessary to accommodate the condition as written would lose several lots and require the removal of several oak trees.

Condition No. 25 – We request this modification because the adjacent park has not yet been designed and may have different concepts with regard to how the access will be provided. If it is determined that the 8 foot walkway should be constructed adjacent to the curb, the funding will be available to do so.

Condition No. 30 – We are in agreement with attaching the Infrastructure Phasing Plan matrix and requiring that the master plan improvements be completed to the satisfaction of the City before the building can begin. Again we don't believe it is necessary to reiterate both the conditions of the matrix and MMRP in this condition set.

Condition No. 33 – The overall drainage study has been prepared and approved for Phases 1 and 2 of the plan area, including Allen Ranch. Therefore, the portion of the condition that we propose to eliminate is unnecessary. We are in agreement with doing a site-specific drainage study and report.

Condition No. 42 – Duplicate condition to condition No. 32. Eliminate

Condition No. 44 – Rolled curb is used for single-family residential development.

Condition No. 46 – N/A This project doesn't have any parkways or drainage corridors.

~~Condition No. 47 – Eliminate – duplicate of revised condition No. 33.~~

~~Condition No. 53 – added clarification language.~~

~~Condition No. 54 – In order to preserve the ability to either sell the property to an adjacent owner or develop the site for possibly parking we would like to make this an advisory condition as indicated.~~

Condition No. 55 – There have been indications that a left turn in access may be appropriate to this site. The requested modifications would permit this subject to design review.

~~Condition No. 57 - The language has been amended to state reservation rather than dedication.~~

~~Condition No. 61 – The condition has been amended to allow the temporary emergency accesses for phasing of the single-family projects rather than requiring the first project to complete a public street connection through the later phase. The emergency access provision would only be valid for two years, after which, if the final phase hadn't been constructed they would have to build the permanent roadway. This gives the residential developer some flexibility in his construction program and doesn't require him to make a costly offsite connection before it is 1) necessary and 2) fully defined.~~

Condition No. 62 – This modification is requested to allow the single-family lot owner to have a side yard RV or trailer gate. As written it would technically preclude any rear yard vehicular access from anywhere but the driveway.

Condition No. 63 – Clarification for a phased project.

Condition No. 67 – This is a condition subsequent that requires us to agree to an entity that we cannot define and determine the character of at this point. In most jurisdictions this type of condition has been found to be not appropriate.

Condition No. 68 – N/A This project has been part of the owners group for many years and is fully funding the effort.

Condition No. 69 – N/A There are no parkways or paseos on this project.

Conditions No 71-74 are duplicated in the MMRP and in the Infrastructure Phasing Plan matrix and are duplicative and unnecessary to be repeated here.

Conditions No 76-77 are duplicated in the MMRP and in the Infrastructure Phasing Plan matrix and are duplicative and unnecessary to be repeated here.

Condition 80 – Duplicate condition.

Condition No 82 is duplicated in the MMRP and in the Infrastructure Phasing Plan matrix and is duplicative and unnecessary to be repeated here.

Condition No. 84 – This modification allows easements to be dedicated on the final map instead of by document prior to the final map.

Condition No 86 is duplicated in the MMRP and in the Infrastructure Phasing Plan matrix and is duplicative and unnecessary to be repeated here.

Condition No. 87 – Duplicate condition.

Condition No. 91 – The easement width should be a determined width not a varying width.

Condition No. 92 – This clarifies that the residential may be built in 2 phases and the improvements split accordingly.

Condition No. 98 – This is an additional condition that requires that we construct the improvements in the matrix and MMRP.

Conditions No 99-113 are duplicated in the MMRP and in the Infrastructure Phasing Plan matrix and are duplicative and unnecessary to be repeated here.

Condition No. 115 – This modification clarifies where the improvements are required.

Condition No. 116 – Duplicate condition.

Conditions No 120-167 are duplicated in the MMRP and in the Infrastructure Phasing Plan matrix and are duplicative and unnecessary to be repeated here.

Condition No. 169 – N/A There are no homes near the Lot E well site lot.

Condition No. 177 - Duplicate condition.

Condition No. 179 – Modified to reflect current city policy.

Conditions No. 181 and 182 – N/A – The park mentioned in 181 is a Phase 1 & 2 overall facility and will be dealt with on an overall project basis not with this project. We have no ability to dedicate the park site. No. 182 references a 69 KV line that is far removed from this project and the advisory is therefore not applicable.

Condition No. 183 – Only lots SC 1-6 are in the Town Center design area. Correction.

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<i>A. On-Going (Commercial)</i>			
1.	All NEW driveways shall require an encroachment permit. At that time the curb, gutter, sidewalk and all public improvements shall be evaluated to determine if those improvements need to be repaired/reconstructed.	Encroachment Permit	Public Works	
	<i>A. On-Going (Residential)</i>			
2.	Building permits for model homes may be issued prior to the completion of the requisite infrastructure per existing model home permit release checklist.	On-Going	Planning	
3.	Landscape corridors for single family residential frontages shall be dedicated in Final Map. Landscaping along arterials and drainage channels required for Phase I and II shall be constructed in accordance with the Laguna Ridge design guidelines prior to issuance of the first building permit for production homes or at an alternative time as approved by the City Manager.	On-Going	Public Works	
	<i>A. On-Going (Both Commercial and Residential)</i>			
4.	The development approved by this action is for a tentative subdivision map to create 184 lots (161 single family lots, 4 landscape lots, 18 commercial/office lots and 1 well site lot), as illustrated by the Tentative Subdivision Map and Design Review. Deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.	On-Going	Planning	
<u>2-5.</u>	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures.	On-Going	Planning	
<u>3-6.</u>	The applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. The applicant agrees to defend and/or indemnify the City in any action challenging the validity of this permit or	On-Going	Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	any environmental or other documentation related to the approval of this permit.			
<u>4.7.</u>	The Tentative Subdivision Map approval is valid for three years from the date of Planning Commission approval, unless an extension of time is subsequently approved.	Three years, commencing with the date of Planning Commission approval.	Planning	
<u>5.8.</u>	The applicant is notified that this property is part of the Laguna Ridge Specific Plan (LRSP) project (EG-00-062). This project is subject to all applicable mitigation measures and conditions of approval from the LRSP project, as detailed in the recorded Mitigation Monitoring and Reporting Program for the parcels included in this development. The Laguna Ridge MMRP is included as Attachment 1 of this document.	On-Going	Planning	
<u>6.9.</u>	If there are any discrepancies between the approved tentative map and the conditions of approval, the conditions of approval shall supersede the approved tentative map.	On-Going	Public Works	
<u>7.10.</u>	The project shall pay all applicable City of Elk Grove administered development impact fees prior to building permit issuance.	On-Going	Finance	
<u>8.11.</u>	Pay all appropriate development fees charged by the City and other Special Districts providing services to the site.	On-Going	Public Works	
<u>10.12.</u>	Tree preservation, removal, relocation, and monitoring shall occur in accordance with the approved tree preservation plan. No land disturbance including grading and other construction activities shall occur prior to said approval. No tree removal or relocation shall occur prior to approval of the plan.	On-Going	Planning, Public Works	
<u>12.13.</u>	Streets shall be closed to the public until Department of Public Works, Division of Traffic Engineering and the project engineer determine the appropriate traffic control devices to be installed and the devices are installed to the satisfaction of Public Works. Road closure devices shall be in place immediately and maintained in-place at all times upon completion of paving. Road closure devices may be altered to allow public traffic onsite if approved by Public Works. In such case, applicant	On-Going	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>shall design a traffic plan with applicable road closure and traffic control devices to safely keep public and construction traffic separated, and must have the plan approved by Public Works prior to the allowance of public traffic onsite. The type of road closure devices and traffic control devices shall be determined and approved by Public Works.</p>			
14.	<p>Street (trench) cuts into existing streets require a separate encroachment permit and the payment of street cut fees. Where multiple street cuts into the same street occur, a single, final surface (pavement) trench repair over all the trench cuts is required. Pavement grinding is required for the full length and width of the trenches.</p>	On-Going	Public Works	
15.	<p>The project applicant shall implement BMPs to ensure that long-term water quality is protected. The BMPs shall be designed, constructed and maintained to meet a performance standard established by the City. Project applicant shall retain a qualified specialist to monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include (but not be limited to) initial setup, yearly maintenance, and yearly monitoring.</p> <p>During project operation, the project shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs that are relevant to the project and shall be implemented might include but not necessary limited to:</p> <ul style="list-style-type: none"> a) Public Education/Participation activities. Information shall be provided to new project residents and tenants regarding pollution prevention; b) Materials Management activities. The project shall implement the following measures within any common landscaping or other facilities 	On-Going	Public Works	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>on-site.</p> <p>c) Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using safer alternative products;</p> <p>d) Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and</p> <p>e) Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. The project shall notify project residents of household hazardous waste and used oil recycling at collection centers and round-up activities conducted by the City.</p> <p>f) Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;</p> <p>g) Illegal Dumping controls. The Covenants, Conditions, and Restrictions (C, C, & R's) for the project shall include a prohibition on the dumping of waste products (solid waste/liquid waste and yard trash) into storm drain systems, open space areas, and creeks;</p> <p>h) Storm water pollution source controls shall be conditioned to provide a permanent storm drain message "No Dumping – Flows to</p>			

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in, place adjacent to the inlet (for parking lots and areas without curbs).</p> <p>i) Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavements through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. (The City of Elk Grove would be responsible for regular storm drain maintenance within the public right of way; grease traps and other storm water quality control devices on private property shall be maintained by the project.)</p>			
16.	<p>The applicant shall not provide for any condition allowing for a public nuisance to occur during the construction phase, or during the operational phase of the project – to include any lighter-than-air advertising devices.</p>	During Construction	Community Enhancement	
<p>SINGLE-FAMILY RESIDENTIAL</p> <p>B. Prior to Issuance of Grading Permit / Approval of Improvement Plans (Commercial)</p>				
17.	<p>All driveways must be designed and constructed to the satisfaction of Public Works and to the appropriate section of 4-10 Driveways in the City of Elk Grove Improvement Standards.</p>	Improvement Plans	Public Works	
18.	<p>The internal circulation and access for all shopping center and business professional lots shall be subject to the review and approval by Public Works.</p>	Improvement Plans	Public Works	
19.	<p>The location of driveway access point(s) must be to the satisfaction of Public Works and no closer than 250 150-feet from any intersection (measured from the return). Permitted driveways shall be allowed in the following areas as shown on the Tentative Map.</p> <ul style="list-style-type: none"> • Three-driveway accesses may be provided shall be allowed on Laguna Springs Drive on the following segments <ul style="list-style-type: none"> o Three on the west side of Laguna Springs Drive 	Improvement Plan	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>between Elk Grove Blvd and Civic Center Drive</p> <ul style="list-style-type: none"> o Four on the west side of Laguna Springs Drive between Civic Center Drive and Lotz Parkway o Five on the east side of Laguna Springs Drive between Lotz Parkway and Elk Grove Blvd. (not including road access to EGAM III) • Five two driveway accesses may be provided on Elk Grove Blvd. No trees will be removed to provide for said access. • One driveway access may be provided on Lotz Parkway. • Additional access points may be proposed during the design review process for each lot. 			
20.	<p>Access for all shopping center and business professional lots shall be restricted to right-in/right out, with the exception of the full access allowed between Lots 3(SC) and 4(SC) , between Lots 9(SC) and 10(SC), and Lot 4 (BP). Additional access, left-in and left-out shall be evaluated at improvements plan.</p>	Improvement Plan	Public Works	
21.	<p>Where feasible, biofilter swales and vegetated strips are preferred and shall be utilized in providing biofiltration of pollutants in project runoff prior to entering receiving water body. The project engineer shall consult with the City when designing storm water conveyance facilities, and shall submit designs of these facilities to City for review and approval prior to approval of the grading plans and improvement plans.</p>	Prior to approval of Improvement Plans	Public Works, Planning	
<p>B. Prior to Issuance of Grading Permit / Approval of Improvement Plans (Residential)</p>				
22.	<p>If the project is to be phased, submit a phasing plan for Public Works review and approval, prior to the 1st improvement plan submittal. All phased streets will be constructed full width and fully improved, including all street lighting, sidewalks and (where required per design guidelines) landscaping. Subdivision (small map) improvements will be required to provide connections and other improvements through other subdivisions. The phasing plan shall also include building release</p>	Prior to 1 st Improvement Plans Submittal of the first Final Map(Village)	Public Works	

CONDITIONS OF APPROVAL

<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	sequencing and show the separation of public (home purchaser) traffic from building construction traffic.			
23.	Modify the eastern end of 'B' Street to terminate at the extension of the westerly border of Lot 2. Lot 2 shall extend south to Lot 3	Improvement Plans	Public Works	
24.	F-Street, from G-Street to D-Street, shall be aligned with J-Street to provide additional on-street parking for the park site to the west to the satisfaction of Public Works.	Improvement Plans	Public Works	
25.	Sidewalks shall be provided on both sides of J Street and the realigned F-Street. Adjacent to the park sidewalks shall be 8' wide. Developer may bond for 8' sidewalk to allow it to be installed with the improvement of the civic center park.	Improvement Plans	Public Works	
26.	The driveway for single family lot 1 shall be at the eastern end of 'B' Street	Improvement Plan	Public Works	
27.	Install to the satisfaction of Public Work, three sets of speed cushions on G Street and J/F Street, for a total of six sets of speed cushions. Speed cushion locations shall be approved by Public Works and shall be located to avoid driveway conflicts. If approved by Public Works other traffic calming, such as bulb outs may be substituted for speed cushion.	Improvement Plan	Public Works	
28.	The applicant shall design site to minimize or eliminate nuisance flows across public sidewalks and walkways in accordance with adopted City standards. Where through-curb drains are required by City standards, the applicant shall design residential lot drainage to be tied into the curb drains for all units.	Improvement Plans	Public Works, Community Enhancement	
B. Prior to issuance of Grading Permit / Approval of Improvement Plans (Both Commercial and Residential)				
17-29.	The applicant shall record the Laguna Ridge Specific Plan Mitigation Monitoring and Reporting Program for all parcels included in this project, 132-0280-001 & 002. Prior to the issuance of any grading permits, comply with, record, and pay fees for the Mitigation Monitoring and Reporting Program (MMRP) associated with the project. Until the MMRP has been recorded and the estimated MMRP fee of \$10,000 has been paid, no grading, building, sewer connection,	Prior to Issuance of a Grading Permit / Improvement Plans	Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	water connection, or occupancy permit from the City will be approved.			
19.30.	Improvements that are required to support proposed development within the project area shall occur in concurrence with the Infrastructure Phasing Plan for Laguna Ridge, included as Attachment 2 and reflected within these conditions, and as listed by the MMRP as Attachment 4. They are not re-listed by these conditions.	Prior to Approval of Improvement Plans or Issuance of Building Permit, as applicable	Public Works, Planning	
20.31.	All existing overhead utilities and all new utilities shall be placed underground as a part of the improvements for this project. This does not apply to 69 kv pole and transmission lines.	Prior to Approval of the Improvement Plans	Public Works	
21.32.	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standard.	Improvement Plans	Public Works	
22.33.	Applicant shall prepare and submit a comprehensive drainage study that addresses design criteria, handling of all on-and-off-site design flows and controlling 10 and 100-year water levels. The design report must also include existing and proposed grades as related to all structures, channel dimensions and slopes, pipe sizes and slopes, design hydraulic grade line elevations including design for overland flow structures. No interim facilities are acceptable for this project unless approved by Public Works and phasing plans must be approved by Public Works to ensure that no downstream or upstream facilities are affected. The design report must also include existing and proposed grades as related to all structures, channel dimensions and slopes, pipe sizes and slopes, design hydraulic grade line elevations including design for overland flow structures. No interim facilities are acceptable for this project unless approved by Public Works and phasing plans must be approved by Public Works to ensure that no downstream or upstream facilities are affected. Consistent with the Laguna Ridge Master Drainage Study and plans which to have already been approved.	Prior to Approval of the Improvement Plans	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<u>23-34.</u>	The applicant shall submit for the City's review the language and provisions of any required conservation easement(s) as specified by other entities, if any, including providing maintenance access in accordance with the Improvement Standards.	Prior to Issuance of Grading Permits	Public Works	
<u>24-35.</u>	Comply with all NPDES Permit and City's Stormwater Ordinance requirement before, during, and after construction as require by the Permit and the Ordinance and in accordance with the latest version of the Guidance Manual of On-site Stormwater Quality Control Measure. That includes but not limited to the use of appropriate Best Management Practices (BMPs) measures.	Grading Permit and/or deemed needed by Public Works	Public Works	
<u>25-36.</u>	In order to mitigate erosion and sediment control problems on the project site, the project shall comply with the City's Land Grading and Erosion Control Ordinance. If the project size is more than one acre, a Notice of Intent (NOI) must be filed prior to construction to obtain coverage under the State's General Construction Activity Storm Water Permit. As a condition of the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) must be developed for the project. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. The Central Valley Regional Water Quality Control Board enforces compliance with the General Permit in the Sacramento area.	Prior to Issuance of Grading Permits	Public Works and Central Valley Regional Water Quality Control Board	
<u>26-37.</u>	Prior to the issuance of grading permits, the project applicant shall prepare a Storm Water Pollution and Prevention Plan (SWPPP) to be administered through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall address spill prevention and include counter measure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. These measures shall be consistent with the City's Improvement Standards and Land Grading and Erosion Control	Prior to Issuance Of Grading Permits.	City Public Works, and Central Valley Regional Water Quality Control Board	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>Ordinance and may include but not necessary limited to: (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project site; (5) use of temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. The SWPPP shall be submitted to the Central Valley Regional Water Quality Control Board and to the City for review. A copy of the SWPPP must be kept accessible on the project site at all times.</p>	<p>Prior to the Issuance of any permits for grading, building or any other site improvements.</p>	<p>Public Works</p>	
<u>27-38.</u>	<p>The applicant shall obtain applicable State Fish and Game, U.S. Army Corps of Engineers, and State Water Board permits prior to issuance of grading permits.</p>	<p>Prior to the Issuance of any permits for grading, building or any other site improvements.</p>	<p>Public Works</p>	
<u>28-39.</u>	<p>The City of Elk Grove is a participant in the National Flood Insurance Program. All development within the City must comply with the regulations of the Federal Emergency Management Agency (FEMA) and the City of Elk Grove and Sacramento County Flood Plain Management Ordinance. Amendments and/or revisions of FEMA flood maps will be required for all development located in the federal or local flood zone. All amendments and/or revisions must be final and submitted to the City prior to issuance of the first building permit. The elevation of all building pads must be certified by a registered Civil Engineer or licensed Land Surveyor and submitted to the City prior to issuance of a building permit and the lowest finished floor elevation must be a minimum of 1 (one) foot above the 100-year frequency water level. (This site is not in the FEMA floodplain. See Condition 179)</p>			
<u>29-40.</u>	<p>All drainage systems shall be designed and constructed to</p>	<p>Improvement</p>	<p>Public Works</p>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	accommodate runoff from the ultimate development according to the City's storm water Design Standards, and City's Flood Plain Management Ordinance.	Plans/Final Map		
<u>30.41</u>	All applicable SWPPP improvements and erosion and sediment control devices shall be in place prior to moving equipment, material and personnel on-site for grading activities.	Prior to Issuance of Grading Permit	Public Works	
<u>31.42</u>	All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standards. All driveways and intersections shall conform to the visibility easement requirement in the City of Elk Grove Improvement Standards. Same as # 21	Improvement Plans	Public Works	
<u>34.43</u>	Provide calculation and layout showing drainage areas and the pipe capacity in conformance with the 1996 Hydraulogy Standards Volume II and City of Elk Grove Improvement Standards. Show the manner in which overland flows are to be conveyed for a point of discharge.	Improvement Plans	Public Works	
<u>35.44</u>	Vertical curbs shall be designed and installed adjacent to all planter strips on commercial and major streets only.	Improvement Plans	Public Works	
<u>44.45</u>	Additional off-site improvement within City right-of-way may be required within the Laguna Ridge Specific Plan Area and shall be determined at Improvement Plan stage of the project. Additional off-site improvements within City right-of-way may be required within the Laguna Ridge Specific Plan Area and shall be determined at Improvement Plan stage of the project. All offsites are being designed and constructed with master planned facilities.	Improvement Plans	Public Works	
<u>45.46</u>	Appropriate fencing and gates shall be provided for the Public Works access adjacent to the parkway/drainage corridors.	Improvement Plans	Public Works	
<u>46.47</u>	Applicant shall prepare and submit a comprehensive drainage study per the Laguna Ridge Specific Plan that addresses handling all flows generated by the project including but not limited to, defining the watershed boundary, defining the local controlling 100-year water level, method of flow conveyance with adequate supporting calculations, the usage of and capacity of any interim drainage facilities, and detailed hydrologic and hydraulic analysis. Onsite only.	Improvement Plans	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
48.	<p>combine with 22</p> <p>The landscape corridor, parks, and any project requiring landscaping shall incorporate the City's Water Conserving Landscape Requirements. Plans shall be submitted to the Planning Department and the Public Works Department for review and approval.</p>	Prior to Approval of Improvement Plans	Public Works, Planning	
49.	<p>All the notes indicated below shall be included verbatim as Construction Notes on all Preliminary or Final Grading Plans, Overland Flow Exhibits, Improvement Plans, and Building/Development Plans, which are submitted to the Department of Public Works and/or Planning Department for each project, as well as all revisions to Plans that are subsequently submitted. For any contradictions that occur between these notes and the Tree Preservation Plan, the more restrictive provision shall apply.</p> <p><u>Tree Preservation Construction Notes:</u></p> <ul style="list-style-type: none"> • A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of all oak trees to be retained and all portions off-site oak tree driplines which extend into the site, and shall not be cut back in order to change the dripline. Removing limbs which make up the driplines does not change the protected zones unless otherwise determined by the City Arborist. • Chain link or alternately approved barrier shall be installed one (1) foot outside the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site, prior to initiating project construction, in order to avoid damage to the trees and their root systems. The barrier around those oak tree driplines which are approved for encroachment by structures and/or driveways can be moved to allow construction. The new barrier locations shall be four feet outside the structure wall and/or driveway location. Place 12" by 18" all weather durable signs on the protective barrier every 10' on center, stating: "This tree is protected by the City of Elk Grove". 	Prior to Approval of Improvement Plans	Public Works, Planning	

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<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<p>Minimum of 2 signs per tree.</p> <ul style="list-style-type: none"> • A piped aeration system shall be installed at all locations where impervious surfaces and/or structural development will occur within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. Installation of the aeration system be performed under the direct supervision of a certified arborist. If, in the opinion of the certified arborist, encroachment into the dripline protection area is severe, then the affected tree shall be retained on site but determined lost, and mitigation as required by the approving body. • All driveways which pass through the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site shall be constructed such that the entire driveway section is placed directly above existing grade. No excavation for driveway construction shall be allowed with oak tree dripline protection areas except minor excavation associated with the installation of piped aeration systems. • Any pruning of an oak tree shall be supervised by a certified arborist. Branch and limb pruning shall be limited to that which has been deemed necessary by a certified arborist in order to correct a safety hazard, structural defect, crown cleaning or arborist recommended pruning in the tree. Pruning due to canopy encroachment by buildings shall be limited to the minimum amount needed to safely accommodate the structure. All pruning and deadwood removal shall be executed in accordance with American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines". An ISA Certified Arborist shall supervise and tree pruning. • Oak trees on site shall be pruned, as per arborist recommendations, prior to starting any adjacent site improvements. Any pruning of an oak tree shall be supervised by a certified arborist. 			

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<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
<ul style="list-style-type: none"> • No signs, ropes, cables (other than those which may be recommended by a certified arborist to provide limb support) or any other item shall be attached to the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. • No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the dripline area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto the site. • No grading (grade cut or fills) shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak trees which extend onto the site with the exception of approved encroachment areas on the Final Development Plans or as approved in the field by the City's arborist. If, in the opinion of the certified arborist, permitted grading in the dripline protection area is severe, then the affected tree shall be retained on-site but determined lost, and mitigation as required by the approving body shall be imposed. • No trenching shall be allowed within the dripline protection area of the on-site oak trees to be retained and all portions of the off-site oak tree driplines which extend onto site. If it is absolutely necessary to install underground utilities within the dripline of the tree, the utility line shall be bored or drilled under the direct supervision of a certified arborist. • Landscaping beneath the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend on the site include nonplant materials such as river gravel, woodchips, etc. The only plant species which shall be planted within the driplines of oak trees are those which are tolerant of the natural semiarid environs of the trees. Limited drip irrigation approximately monthly during late spring, summer and early fall is recommended for understory plants. • No in the ground sprinkler or irrigation system shall be installed in 			

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>such a manner that irrigates the ground within the dripline protection area of the on-site oak trees to be retained and all portions of off-site oak tree driplines which extend onto the site. An "above ground drip irrigation system", drip lines placed on natural grade and all emitters shall be placed on grade, will be permitted under oak tree driplines. No trenching for irrigation lines will be permitted under dripline protection areas.</p>			
50.	<p>Sacramento County Water Agency will not approve any improvement plans until a contract has been awarded for the construction of the Big Horn Water Treatment Plant.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>SCWA, Public Works</p>	
51.	<p>Private drives and parking areas over easements shall have structural paving sections that meet City of Elk Grove Improvement Standards. This will prevent pavement damage by CSD-1 maintenance and repair operations.</p>	<p>Prior to Approval of Improvement Plans</p>	<p>CSD-1</p>	
C. Prior to Issuance of Final Map (Commercial)				
52.	<p>The Class 1 bike trail on the south side of Elk Grove Blvd shall be incorporated within the design of the commercial/office development within the Town and shall be a minimum total width of 14 feet, comprised of a 10 foot trail (PCC or AC) and minimum 2-foot wide paved shoulders, as required by design standards.</p>	<p>Final Map</p>	<p>Public Works</p>	
53	<p>Provide reciprocal access easement agreements between the following parcels</p> <ul style="list-style-type: none"> • SC1, SC2, SC3, SC4, SC5 and SC6 • SC7, SC8, SC9, SC10, SC11 and SC12 • BP1, BP2, BP3, BP4, BP5 and BP6 <p>The location of the access point(s) must be to the satisfaction of Public Works and consistent with points shown on the Tentative Map.</p>	<p>Final Map</p>	<p>Public Works</p>	
54.	<p>Include the following advisory information dedications with respect to Lot 12SC: We hereby dedicate to the City of Elk Grove the right to restrict the erection of buildings or other structures on and over Lot 12SC. One Right-Turn only access to this parcel from Laguna Springs Drive is</p>	<p>Final Map</p>	<p>Public Works</p>	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>allowed. Unless combined with adjacent property it is unlikely that buildings can be constructed on this parcel without a variance.</p>			
55.	<p>All proposed driveways on Elk Grove Blvd shall be right-in/right-out only unless a left-turn access is granted as part of the Town Center Design Review process. No median cut will be allowed on this segment of Elk Grove Blvd. Alternatives to this restriction will be evaluated at the design review stage for the fronting properties.</p>	<p>Prior to Recordation of Final Map</p>	<p>Public Works</p>	<p>Public works</p>
56.	<p>Prior to construction, all well sites are subject to administrative design review by the City of Elk Grove.</p>	<p>Prior to Approval of Final Map</p>	<p>SCWA, Public Works</p>	
57.	<p>Project proponents, future successors or interests shall RESERVE a minimum 100ft x 100ft water well site located at lot E and necessary easements to the satisfaction of the Sacramento County Water Agency (SCWA). Acceptance and approval of the site shall be subject to meeting Department of Health Services (DHS) setback requirements and obtaining acceptable results from hydrogeologic evaluations (exploratory drilling). If these conditions cannot be satisfied, then an alternate site on The Grove at Laguna Ridge Subdivision shall be selected by SCWA and similarly evaluated. Prior to final map approval or signing of improvement plans, whichever occurs first, the property owner shall grant right-of-entry to SCWA to conduct hydrogeologic evaluations. Prior to final map recordation or signing of improvement plans, whichever occurs first, the property owner shall enter into a reservation agreement with SCWA consistent with Chapter 22.50 of the Sacramento County Code (City of Elk Grove Code) and Government Code Title 7, Division 2, Article 4. SCWA will not sign improvement plans until the project proponents, future successors or interests have entered into a purchase agreement for said well site.</p>	<p>With Recordation of the Final Map</p>	<p>SCWA</p>	
	<p><u>C. Prior to Recordation of Final Map (Residential)</u></p>			
58.	<p>Prior to the approval of the final map, the project area shall annex into a Mello-Roos Community Facilities District (CFD) to fund a portion of the additional costs for police service related to serving the new</p>	<p>Prior to the Approval of any Final Map</p>	<p>Finance</p>	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	development. The application fee for the annexation is due prior to the Resolution of Intention to Annex the Property and Levy the Special Tax.			
59.	Landscape corridor for single-family frontage shall be dedicated to the City of Elk Grove in fee on the Final Map.	Final Map	Public Works	
60.	The applicant shall prepare and record CC&Rs over all parcels within the tentative map. The CC&Rs shall, at a minimum, include the following: <ul style="list-style-type: none"> • Areas where homes front or otherwise are adjacent to a sidewalk, separated from the street by a planter strip and street trees, residential property owners may not place stepping stones, rocks, gravel, artificial turf, concrete, shrubbery or any other material other than turf between the sidewalk and the street. Maintenance of this planter strip and the street tree shall be the responsibility of the homeowner. • Enforcement of this provision may be by association or the City of Elk Grove all at the cost of the residential property owner. • Where community owned tree(s) (association or City) spreads over property lines, the property owner may not maintain, trim or otherwise harm the tree without first obtaining a permit from the appropriate body. Maintenance of dropping leaves, twigs and general tree debris onto the residential property and its structures shall be the residential property owner's sole responsibility. • When open spaces are located adjacent to residential uses, open fencing shall be provide. 	Concurrently with Recordation of the Final Map	Public Works	
61.	Remove the temporary emergency vehicle easement on single family lots 12 and or 52. Discuss with City. Shall be allowed for a period of the two years, after which the roadway in the adjacent village must be completed to provide two points of access.	Final Map	Public Works	
62.	For all single-family corner lots an access restriction shall be placed on the property from the driveway around the corner to the property line	Final Map	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	of the side yard. Driveways serving single-family corner lots shall be located away from the corner.			
63.	Dedicate and install all internal streets as shown in the Allen Ranch tentative subdivision map including the modification identified in subsequent conditions, in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works. All street improvements for the village will be constructed prior to building permit.	Final Map	Public Works	
64.	A visibility easement, if required, shall be placed on single-family lot 1 at the southeast corner of J Street and I Street. All other lots shall conform to the City of Elk Grove's visibility easement requirements.	Final Map	Public Works	
	<u>C. Prior to Re-creation of Final Map (Both Commercial and Residential)</u>			
<u>53-65.</u>	Prior to the final map, the project area shall annex into Street Maintenance Assessment District No. 1 to fund a portion of the additional costs for long-term roadway maintenance related to serving the new development. The application fee for the annexation is due prior to the Resolution of Intention to Levy Street Maintenance Assessments.	Prior to the Approval of any Final Map	Finance	
<u>54-66.</u>	Prior to the final map, the project area shall form or annex into a Mello-Roos CFD, assessment district, or other financing district to fund park, parkway, landscape corridor, and open space maintenance costs, as well as street light maintenance costs.	Prior to the Approval of any Final Map	Finance	
<u>55-67.</u>	Prior to the final map, the project area shall form or annex into a Mello-Roos CFD to fund the project's share of infrastructure requirements in the Laguna Ridge Specific Plan area. This may be through participation in a Mello-Roos CFD or by other funding mechanism.	Prior to the Approval of any Final Map	Finance	
<u>56-68.</u>	Prior to the final map, the project area shall pay the Laguna Ridge Specific Plan Fee, if applicable. <u>N/A. The project is part of the funding group.</u>	Prior to the Approval of any Final Map	Finance	
<u>57-69.</u>	All parklands, paseos, and other open space areas shall be dedicated in fee to the City of Elk Grove. The developer shall maintain all open spaces areas until acceptance by the City has occurred. <u>N/A</u>	Prior to the Approval of any Final Map	Public Works	
<u>59-70.</u>	Improvement plans must be approved by Public Works prior to City	Prior to	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	Council approval of Final Map.	Approval of Final Map		
60.71	The applicant shall grant right-of-way and construct Elk Grove Boulevard, from Bruceville Road to approximately 300 feet east of the future extension of Laguna Springs Drive. Overall covered by 19 & MMRP. We can't dedicate property we don't own.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
72	The applicant shall grant right-of-way and construct Bruceville Road, from Elk Grove Boulevard to Whitelock Parkway. Overall covered by 19 & MMRP	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
73	The applicant shall grant right-of-way and construct Big Horn Boulevard, from Elk Grove Boulevard to Whitelock Parkway. Overall covered by 19 & MMRP	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
74	The applicant shall grant right-of-way and construct Whitelock Parkway, from Bruceville Road to Lotz Parkway, consistent with the LRSP and subject to the discretion of the City Engineer. Overall covered by 19 & MMRP	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
64.75	The applicant shall grant right-of-way and construct Laguna Springs Drive, from Elk Grove Boulevard to Lotz Parkway (formerly Laguna	With Recordation of	Public Works, Planning	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring)</u>	<u>Verification (date and Signature)</u>
	Ridge Road).	Final Map; Prior to Issuance of Building Permits		
65.76.	The applicant shall grant right of way and construct Lotz Parkway (formerly Laguna Ridge Road), from Big Horn Boulevard to Laguna Springs Drive. Overall covered by 19 & MMARP	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
66.77.	The applicant shall improve Old Poppy Ridge Road, from Bruceville Road to the future extension of Lotz Parkway including but not limited to pavement rehabilitation to a design life of 10 years.	With Recordation of Final Map; Prior to Issuance of Building Permits	Public Works, Planning	
67.78.	Provide separate public water service to each parcel and dedicate maintenance easements in all public and private streets over all water lines to the satisfaction of Sacramento County Water Agency prior to Final Map approval.	Prior to Approval of Final Map	Public Works, SCWA	
69.79.	Any deviations from City Standards shall be submitted with the improvement plan submittal with a letter justifying the deviations for consideration. Otherwise deviations that are not called out on the tentative map may not be approved by Public Works. These deviations run the risk of not being approved, potentially resulting in a redesign and requiring the project to go back to Planning	Prior to Recordation of the Final Map	Public Works	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Commission.			
<u>70-80.</u>	Dedicate design and improve all improvements identified in the Laguna Ridge Specific Plan Infrastructure Phasing Checklist revised date 4/15/05. Duplicate design and improve all improvements identified in the Laguna Ridge Specific Plan Infrastructure Phasing Checklist revised date 4/15/05 Duplicate Condition	Prior to Recordation of the Final Map	Public Works	
<u>72-81.</u>	All improvements shall be dedicated, designed, and improved in accordance with the City of Elk Grove Improvement Standards, as further conditioned herein, and to the satisfaction of Public Works.	Final Map	Public Works	
<u>61-82.</u>	Elk Grove Blvd shall be dedicated, designed and installed as identified on the Elk Grove Blvd Improvement plans Overall covered by 19 & MMRP	Final Map	Public Works	
<u>66-83.</u>	Dedicate a 12.5 foot public utility easement for underground and appurtenances adjacent to all public and private streets. Along major roadways, the PUE shall be located in the landscape buffer as per the design guidelines or to the satisfaction of Public Works.	On Final Map	Public Works	
<u>68-84.</u>	Dedicate drainage rights-of-way (with prior to recordation of final map) and construct facilities (prior to the issuance of building permits) pursuant to the City of Elk Grove Floodplain Management Ordinance, Sacramento County Water Agency Code, and City of Elk Grove Improvement Standards, including any fee required by the City of Elk Grove. The pertinent provisions of the above-referenced codes, standards, fees, and ordinances shall be applicable at the time of site improvement plan or approval of final map, whichever occurs first.	With Prior to Recordation of Final Map and Prior to the Issuance of Building Permits Final Map	Public Works	
<u>69-85.</u>	Corner monumentation, as shown in the Design Guidelines, shall be installed at the time of improvement of the street. Improvements shall be on all corners of the intersection, including the future commercial corners.	Final Map	Public Works	
<u>70-86.</u>	Design and construct traffic signal at the intersection of Big Horn and Village Tree Drive in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works. Overall covered by 19 & MMRP	Prior to Submittal of First Final Map	Public Works	
<u>72-87.</u>	Provide separate public water service to each parcel and dedicate	Prior to	SGWA	

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	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	<p>water pipeline easements to the satisfaction of Sacramento County Water Agency prior to approval of the final map. Provide separate public water service to each parcel and dedicate water pipeline easements to the satisfaction of Sacramento County Water Agency prior to approval of final map. Duplicate condition to 67.</p>	<p>Approval of Final Map</p>		
<p>73-88.</p>	<p>Prior to final map recordation or signing of improvement plans whichever occurs first, the Sacramento County Water Agency requires either fee simple title or purchase agreements or an alternative agreement as approved by SCWA for the Big Horn Water Treatment Plant site and the Laguna Ridge Water Treatment Plant site as identified in the most current approved Laguna Ridge Specific Plan Water Supply Master Plan.</p>	<p>Prior to Recordation of Final Map or Approval of Improvement Plans, whichever occurs first</p>	<p>SCWA</p>	
<p>74-89.</p>	<p>Destroy all abandoned wells on the proposed project site accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all wells that are to be abandoned, destroyed and/or retained for construction and grading operations on the improvement plans for the project. Prior to abandoning any existing agricultural wells, the applicant shall use water from agricultural wells for grading and construction.</p>	<p>Prior to Approval of Final Map</p>	<p>SCWA / EMD</p>	
<p>76-90.</p>	<p>CSD-1 shall require an approved sewer study prior to the approval of Final Map or submittal of improvement plans for plan check to CSD-1, which ever comes first. The sewer study shall demonstrate how interim service will be provided to the project prior to the completion of the Southwest Interceptor.</p>	<p>Prior to Recordation of Final Map or Approval of Improvement Plans, whichever occurs first</p>	<p>CSD-1</p>	
<p>77-91.</p>	<p>Sewer easements may be required. All sewer easements shall be dedicated to CSD-1 in a form approved by the District Engineer. All CSD-1 sewer easements shall be at least at least 20 feet in width and ensure continuous access for installation and maintenance.</p>	<p>Prior to Recordation of Final Map</p>	<p>CSD-1</p>	

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<u>Conditions of Approval</u>		<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
SINGLE-FAMILY RESIDENTIAL				
D. Prior to Issuance of Building Permit (Residential)				
92.	Final Map shall be recorded and all internal subdivision and other conditioned improvements shall be constructed prior to 1 st building permit. Net-on-commercial The residential project and the associated improvements may be phased as illustrated on the tentative map.	Prior to issuance of 1 st Building Permit	Public Works	
93.	All master home plans shall submit for Design Review through the Planning Department. No building permits shall be issued prior to the approval of this Design Review.	Prior to Issuance of Building Permits	Planning	
94.	The applicant is hereby notified that the Laguna Ridge Specific Plan includes an annual limit on the number of single-family residential building permits that can be issued to 1,200 permits. for single-family residences. This limit applies to all parcels zoned RD-4 through RD-10. Permits will be issued on a first come, first served basis until the annual limit is reached. The year, as calculated for the Laguna Ridge project, begins June 1 through May 31. Any permits that have not been issued since adoption of the Laguna Ridge Specific Plan, June 2004, shall also be available within the first construction year and any following construction year until such time as they have been completely issued.	Prior to Issuance of Building Permits	Planning, Building	
D. Prior to Issuance of Building Permit (Both Commercial and Residential)				
95.	All infrastructure improvements required of the Allen Ranch project shall be constructed to the satisfaction of the City of Elk Grove and consistent with General Plan policies PF-3 and PF8 prior to building permit issuance within the project area.	Prior to Issuance of 1 st Building Permit	Planning	
96.	All structures built within the Laguna Ridge Specific Plan area are subject to the Laguna Ridge Design Guidelines. Commercial buildings, multi-family projects, and single-family residential units shall be reviewed for compliance with these guidelines through the City's Design Review process. Design reviews shall be approved by the appropriate authority.	Prior to Issuance of Building Permits	Planning	
97.	The Elk Grove Unified School District (the "School District") has funded	Prior to Issuance	EGUSD	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	and built certain oversized infrastructure that will be of direct benefit to the Developer's Project. Prior to the issuance of any building permit for residential construction or for commercial construction within the boundaries of the Developer's Project, the Developer shall pay to the School District a deposit equal to the pro-rata per unit share for the interim sewer facilities, until such time the entire debt is satisfied.	of Building Permits		
98.	The applicant shall construct all requisite infrastructure identified within the Laguna Ridge CIP/Infrastructure Matrix and MMRP (Attachments 1 and 4).	Prior to Issuance of 1 st Permit	Public Works, Planning	
99.	The applicant shall design and construct the intersection and signal of Bruceville Road at Whitelock Parkways. Overall covered by 19 & MMRP	Prior to Issuance of 1 st Permit	Public Works, Planning	
100.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Elk Grove Boulevard. Overall covered by 19 & MMRP	Prior to Issuance of Building Permit	Public Works, Planning	
101.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Lotz Parkway. Overall covered by 19 & MMRP	Prior to Issuance of 1 st Permit	Public Works, Planning	
102.	The applicant shall design and construct the intersection and signal of Big Horn Boulevard at Whitelock Parkway. Overall covered by 19 & MMRP	Prior to Issuance of 1 st Permit	Public Works, Planning	
103.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Elk Grove Boulevard. Overall covered by 19 & MMRP	Prior to Issuance of Building Permit	Public Works, Planning	
104.	The applicant shall design and construct the intersection and signal of Laguna Springs Drive at Lotz Parkway. Overall covered by 19 & MMRP	Prior to Issuance of Building Permit	Public Works, Planning	
105.	The applicant shall design and construct the intersection and signals at the intersection of Lotz Parkway, Whitelock Parkway, and West Stockton Boulevard. Overall covered by 19 & MMRP	Prior to Issuance of 1 st Permit	Public Works, Planning	
106.	The applicant shall design and install a new signal on Elk Grove	Prior to Issuance	Public Works,	

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	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	Boulevard, at the intersection with Wymark Drive. <u>Overall covered by 19 & MMARP</u>	of Building Permits	Planning	
107. ---	The applicant shall design and construct a traffic signal on Bruceville Road and Street 1 (Ackley Drive). <u>Overall covered by 19 & MMARP</u>	Prior to issuance of 1 st Permit	Public Works, Planning	
108. ---	The applicant shall design and construct a traffic signal at Bruceville Road at Civic Center Drive. <u>Overall covered by 19 & MMARP</u>	Prior to issuance of Building Permits	Public Works, Planning	
109. ---	The applicant shall design and improve West Stockton Boulevard, from Whitelock Parkway to Kammerer Road including but not limited to pavement rehabilitation to a design life of 10 years. <u>Overall covered by 19 & MMARP</u>	Prior to issuance of 1 st Permit	Public Works, Planning	
110. ---	The applicant shall design and construct Bruceville Road, from Elk Grove Boulevard to Laguna Boulevard including but not limited to widening to 3 lanes each direction and restriping each direction for the entire length. <u>Overall covered by 19 & MMARP</u>	Prior to issuance of 1 st Permit	Public Works, Planning	
111. ---	The applicant shall provide for signal phasing at Laguna Boulevard and Bruceville Road including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works. <u>Overall covered by 19 & MMARP</u>	Prior to the issuance of Building Permit	Public Works	
112. ---	The applicant shall provide for signal phasing at Laguna Boulevard and Franklin Boulevard including but not limited to the addition of right turn overlaps on 4 legs of intersection, signing modifications and electrical modifications to the satisfaction of Public Works. <u>Overall covered by 19 & MMARP</u>	Prior to the issuance of Building Permit	Public Works	
113. ---	The applicant shall design and install intersection improvements for the Elk Grove Boulevard and State Route 99 intersection to the satisfaction of Public Works. <u>Overall covered by 19 & MMARP</u>	Prior to the issuance of Building Permit	Public Works	
114. ---	All intersections adjacent to the proposed tentative map and where improvements are constructed shall be improved on all legs of the intersection. Intersection striping, signage, street name signs and	Prior to the issuance of Building Permit	Public Works	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
115.	<p>removal/replacement of offsite signage and transitional striping shall be the responsibility of the applicant to design and improve to the latest City of Elk Grove improvement standards.</p> <p>Where the residential subdivision fronts Civic Center Drive or Lotz Parkway the Miner street landscaping shall be installed prior to the issuance of the first building permit (not including model homes) within the residential subdivision. If weather prevents the installation at the time of first residential building permit, up to 25% of the building permits may be issued at staff discretion upon demonstration of a fully executed landscape contract for the work.</p>	Prior to issuance of 1 st Residential Building Permit	Public Works	
116.	<p>All improvements shall be constructed in accordance with the City of Elk Grove Improvement Standards and to the satisfaction of Public Works.</p> <p><u>DUPLICATE CONDITION # 94</u></p>	Prior to Issuance of Building Permit	Public Works	
117.	<p>Fire/rescue services shall be provided to the property as follows:</p> <ul style="list-style-type: none"> • Permits and/or fees are required for the following reviews: civil plans, architectural plans, fire sprinkler plans and fire alarm plans. Additional permits and fees may apply depending upon the scope of the project. • A permit release letter from the Elk Grove Community Services District Fire Department (EGCSDFD) shall be required prior to the Elk Grove Building Department issuing any construction permits. • Addresses for all lots shall be provided to the Fire Department within sixty (60) days of Fire Department signature of approval for development plans. • No more than 40 building permits shall be issued when a single point of access exists for a subdivision. Since there is no process in place for confirming the sequence in which multiple units are built, the above information should be considered and the Elk Grove CSD Fire Department should be consulted on this matter. 	Prior to issuance of Building Permit	Elk Grove CSD Fire Department	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
118. _____	<ul style="list-style-type: none"> • Dead-end streets in excess of 150 feet require approved emergency vehicle turn-arounds. • All required roadways, water mains, fire hydrants and fire flow shall be provided prior to the existence of any combustible construction or storage in this development. The roadways shall be constructed to a 20-foot minimum width with a minimum of 3 inches of AC over 6 inches of AB and shall have good drainage. • This development is required to provide fire flow from a public water system capable of delivering at a minimum 50 PSI static pressure and 3,000 GPM at 20 PSI residual pressure in commercial areas and 50 PSI static pressure and 1,000 GPM at 20 PSI residual pressure in residential, single-family home areas. Buildings of certain types of construction, size, and use may need additional fire flow or the application of mitigating efforts to meet fire flows above this minimum. • The installation of on-site or off-site fire protection equipment, including fire hydrants and water mains, shall meet the standards of the EGCSDFD and the water purveyor having jurisdiction. • EGCSDFD approved traffic pre-emption devices of a type approved by the Elk Grove Fire Department shall be installed on all traffic signal devices erected or modified by this development. These devices shall be installed and functioning prior to any occupancy and at no cost to the Elk Grove Fire Department. • The installation of roadway gates, addresses, landscaping, pipe bollards, fuel tanks, masonry sound walls, tree wells and/or traffic islands are subject to standards outlined by the EGCSDFD. 	Prior to issuance of Building Permits	SCWA	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
119. _____	Prior to the issuance of any building permits for the project, the project shall conform to the specific provisions of the City of Elk Grove Water Conservation Ordinance (formerly Chapter 14.10 of the Sacramento County Code) to the satisfaction of the City's Landscape/Oak Tree Coordinator.	Prior to Issuance of Building Permits	Public Works	
120. _____	Prior to the issuance of building permits, the Sewer Lift Station Facility S-1.1 shall be constructed and operational to the satisfaction of CSD-1. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
121. _____	Prior to the issuance of building permits, the 16" and 12" Force Main, Bruceville Road S-1.2 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
122. _____	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.2 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
123. _____	Prior to the issuance of building permits, the 27" Trunk Main and Manholes S-2.3 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
124. _____	Prior to the issuance of building permits, the 27"/24" Trunk Sewer and Manholes S-2.4 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
125. _____	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.5 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
126. _____	Prior to the issuance of building permits, the 21" Trunk Sewer and Manholes S-2.6 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
127. _____	Prior to the issuance of building permits, the 18" Trunk Sewer and Manholes S-2.7 shall be constructed. Overall covered by 19 & MMARP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
128. _____	Prior to the issuance of building permits, the Big Horn Water Treatment Plant W-1.1 shall be constructed to the satisfaction of SCWA. Overall	Prior to Issuance of 1st Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	<u>covered by 19 & MMRP</u>	Permit		
<u>129.</u>	<u>Prior to the issuance of building permits, the Water Production Well (Various Locations) W-1.3 shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>130.</u>	<u>Prior to the issuance of building permits, the 18" I-Main, Elk Grove Blvd. W-2.1(a) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>131.</u>	<u>Prior to the issuance of building permits, the 24" I-Main, Elk Grove Blvd. W-2.1 (b) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>132.</u>	<u>Prior to the issuance of building permits, the 16" Dia. I-Main, Big Horn Blvd (Elk Grove Blvd. to Civic Center) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>133.</u>	<u>Prior to the issuance of building permits, the 16" Dia. I-Main, Big Horn Blvd (Street "g" to Lotz Parkway) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>134.</u>	<u>Prior to the issuance of building permits, the 16" Dia. I-Main, Big Horn Blvd (Lotz Parkway to Whitelock Parkway) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>135.</u>	<u>Prior to the issuance of building permits, the 20" Dia. I-Main, New Poppy Ridge (Bruceville Road to Paseo) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>136.</u>	<u>Prior to the issuance of building permits, the 20" Dia. I-Main, Whitelock Parkway (Paseo to Big Horn Blvd) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>137.</u>	<u>Prior to the issuance of building permits, the 20" Dia. I-Main, Whitelock Parkway (Big Horn Blvd to Street "G1") shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>138.</u>	<u>Prior to the issuance of building permits, the 30" Dia. I-Main, Whitelock Parkway (Street "G1" to Street "G2") shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP</u>	<u>Prior to issuance of 1st Building Permit</u>	<u>Public Works, Planning</u>	
<u>139.</u>	<u>Prior to the issuance of building permits, 30" Dia. I-Main, Whitelock</u>	<u>Prior to issuance</u>	<u>Public Works,</u>	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
	Perkway (Street "G2" to Lotz Parkway) shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRP	of 1st Building Permit	Planning	
140.	Prior to the issuance of building permits, Channel Excavation and Landscaping (Bruceville Rd to Paseo) shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
141.	Prior to the issuance of building permits, Channel Excavation and Landscaping (Paseo to Big Horn Blvd) shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
142.	Prior to the issuance of building permits, 72" Trunk Drain and Manholes (Big Horn Blvd to WTF) shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
143.	Prior to the issuance of building permits, 72" Trunk Drain and Manholes (WTF to Street "G1") shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
144.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Street "G1" to Street "G2") shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
145.	Prior to the issuance of building permits, 60" Trunk Drain, Manholes and Outfall Structure D-3.1 shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
146.	Prior to the issuance of building permits, 54" and 60" Trunk Drain and Manholes D-3.2 shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
147.	Prior to the issuance of building permits, 72" Trunk Drain, Manholes and Outfall Structure 4.1 shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
148.	Prior to the issuance of building permits, 66" and 72" Trunk Drain and Manholes D-4.2 shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
149.	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Big Horn to Laguna Springs) shall be constructed. Overall covered by 19 & MMRP	Prior to Issuance of 1st Building Permit	Public Works, Planning	
150.	Prior to the issuance of building permits, 60" Trunk Drain and Manholes	Prior to Issuance	Public Works,	



CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	(Big Horn to Local Street) D-6.1 shall be constructed. <u>Overall covered by 19 & MMRP</u>	of 1st-Building Permit	Planning	
151.---	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Local Street to Laguna Springs) D-6.2 shall be constructed. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
152.---	Prior to the issuance of building permits, 48" Trunk Drain and Manholes (Civic Center to Elk Grove Blvd.) shall be constructed. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
153.---	Prior to the issuance of building permits, 30", 36", 42", 54", and 60" Trunk Drain and Manholes D-7.1 shall be constructed.	Prior to issuance of 1st-Building Permit	Public Works, Planning	
154.---	Prior to the issuance of building permits, miscellaneous north paseo pedestrian crossings and two road crossing D-18.1 shall be constructed. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
155.---	Prior to the issuance of building permits, North Paseo Drain D-18.2 shall be constructed. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
156.---	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.1 shall be constructed to the satisfaction of SCWA. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
157.---	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-1.2 shall be constructed to the satisfaction of SCWA. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
158.---	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.3 shall be constructed to the satisfaction of SCWA. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
159.---	Prior to the issuance of building permits, 6" Reclaimed Water Main RW-1.4 shall be constructed to the satisfaction of SCWA. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
160.---	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-3.3 shall be constructed to the satisfaction of SCWA. <u>Overall covered by 19 & MMRP</u>	Prior to issuance of 1st-Building Permit	Public Works, Planning	
161.---	Prior to the issuance of building permits, 8" Reclaimed Water Main RW-	Prior to issuance of 1st-Building Permit	Public Works, Planning	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	3-4A shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	of 1st-Building Permit	Planning	
162.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-3.4B shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	Prior to Issuance of 1st-Building Permit	Public Works, Planning	
163.	Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.1 shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	Prior to Issuance of 1st-Building Permit	Public Works, Planning	
164.	Prior to the issuance of building permits, 16" Reclaimed Water Main RW-4.2 shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	Prior to Issuance of 1st-Building Permit	Public Works, Planning	
165.	Prior to the issuance of building permits, 12" Reclaimed Water Main, RW-4.6 shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	Prior to Issuance of 1st-Building Permit	Public Works, Planning	
166.	Prior to the issuance of building permits, 10" Reclaimed Water Main RW-4.7 shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	Prior to Issuance of 1st-Building Permit	Public Works, Planning	
167.	Prior to the issuance of building permits, 8" Reclaimed Water Main, RW-6.1 shall be constructed to the satisfaction of SCWA. Overall covered by 19 & MMRE	Prior to Issuance of 1st-Building Permit	Public Works, Planning	
168.	The applicant shall provide a non-potable water distribution system to the satisfaction of the Sacramento County Water Agency. When available, the applicant shall use non-potable water during grading and construction. Irrigation water service for all areas identified on the SCWA/MWH 2004 Sacramento County Recycled Water Distribution Modeling Study shall be provided from the non-potable system.	Prior to Issuance of Building Permit	SCWA	
169.	Sacramento County Water Agency will not issue water connection permits not will building permits be issued for houses adjacent to proposed SCWA well sites until the well hole is constructed and functioning to the satisfaction of SCWA. SCWA will determine which lots are the adjacent lots and these lots will be shown on improvement plans. SCWA shall construct the wells within 2 years from the	Prior to Issuance of Building Permit	SCWA	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
	recorrection of the final map or this condition becomes void:			
170. _____	All street intersections, public or private, within one block of the proposed project, applicant shall install and/or replace street name signs in accordance with the City of Elk Grove Standard Details.	Building Permit	Public Works	
	E. Prior to Certificate of Occupancy			
171. _____	Connection to County Sanitation District's sewer system shall be required to the satisfaction of CSD-1. Sacramento County Improvement Standards apply to sewer construction.	Prior to Certificate of Occupancy	CSD-1	
172. _____	The trunk and collector sewer system for the project will not be accepted for maintenance and building occupancy will not be granted until the downstream sewer system serving the project is also accepted for maintenance.	Prior to Certificate of Occupancy	CSD-1	
173. _____	Each parcel and each building with a sewage source shall have a separate connection to the CSD-1 sewer system. In order to obtain sewer service, construction of CSD-1 sewer infrastructure is expected to be required.	Prior to Certificate of Occupancy	CSD-1	
174. _____	Water supply will be provided by the Sacramento County Water Agency, to each building, to the satisfaction of the Sacramento County Water Agency. Public water service shall be provided to each parcel through a separate connection.	Prior to Certificate of Occupancy	Public Works, SCWA	
175. _____	The applicant shall provide for graffiti-resistant paint or clear graffiti-resistant coating of all masonry walls, and any subdivision signs.	Prior to Certificate of Occupancy	Community Enhancement	
176. _____	Upon completion of the installation of the landscaping, the project landscape architect/designer shall certify that the installed landscape complies with all City Water Conserving Landscape requirements. Certification shall be accomplished by completion of a Certificate of Conformance on a form provided by the City. Failure to submit a complete and accurate Certificate of Conformance to the Planning Department will delay final approval/occupancy of the project.	Prior to Certificate of Occupancy	Planning	
177. _____	Public water service shall be provided to each building. Water supply will be provided by the Sacramento County Water Agency. Duplicate	Prior to Certificate of Occupancy	SGWA	

CONDITIONS OF APPROVAL

	<u>Conditions of Approval</u>	<u>Timing/ Implementation</u>	<u>Enforcement/ Monitoring</u>	<u>Verification (date and Signature)</u>
178.	<p>of # 174, #67 & #86 Sacramento County Water Agency will not issue water connection permits until the Big Horn Water Treatment Plant is functioning to the satisfaction of SCWA or an alternative water source is provided to the satisfaction of SCWA.</p>	<p>Occupancy Prior to Certificate of Occupancy</p>	<p>SCWA</p>	
179.	<p>Submit Flood Elevation Certification, or equivalent City approved format, for The Subdivision each structure. Condition being modified -- not on an individual basis.</p>	<p>Prior to Certificate of Occupancy</p>	<p>Public Works</p>	
180.	<p>Any improvements, public or private, damaged in construction shall be replaced in-kind or with new improvement.</p>	<p>Prior to Certificate of Occupancy</p>	<p>Public Works</p>	
181.	<p>The 20-acre community park south of Whitelock Parkway shall be dedicated to the City of Elk Grove prior to or on the Final Map. Applicant shall design and construct these parks in accordance with the facilities plan provided by the City of Elk Grove and shall be in accordance with the parks improvement standards for the City. Construction shall be completed, accepted by the City and open for use prior to the first occupancy or at an alternative time approved by the City Manager. Overall covered by 19 and MMPP</p>	<p>Prior to Certificate of Occupancy</p>	<p>Development Services</p>	
182.	<p>The owner/developer must disclose to future/potential owners the existing or proposed 69kv electrical facilities located on Whitelock Parkway. Not applicable</p>	<p>Prior to Certificate of Occupancy</p>	<p>SMUD</p>	
COMMERCIAL AND MULTI-FAMILY RESIDENTIAL				
183.	<p>The applicant is hereby notified that development of SC zoned Lots 1-12, 6, 12 and BP zoned Lots 1-6 and BP zoned Lots 1-6 are subject to the Laguna Ridge Town Center plan and are required to comply with the Laguna Ridge Specific Plan Design Guidelines. All projects within these lots are required to process Design Review entitlements prior to the issuance of building permits. Site improvement details related to driveway access and infrastructure improvements as well as infrastructure requirements in support of development within these lots will be determined prior to approval of Design Review entitlements of</p>	<p>Prior to Issuance of Building Permits</p>	<p>Planning</p>	

CONDITIONS OF APPROVAL

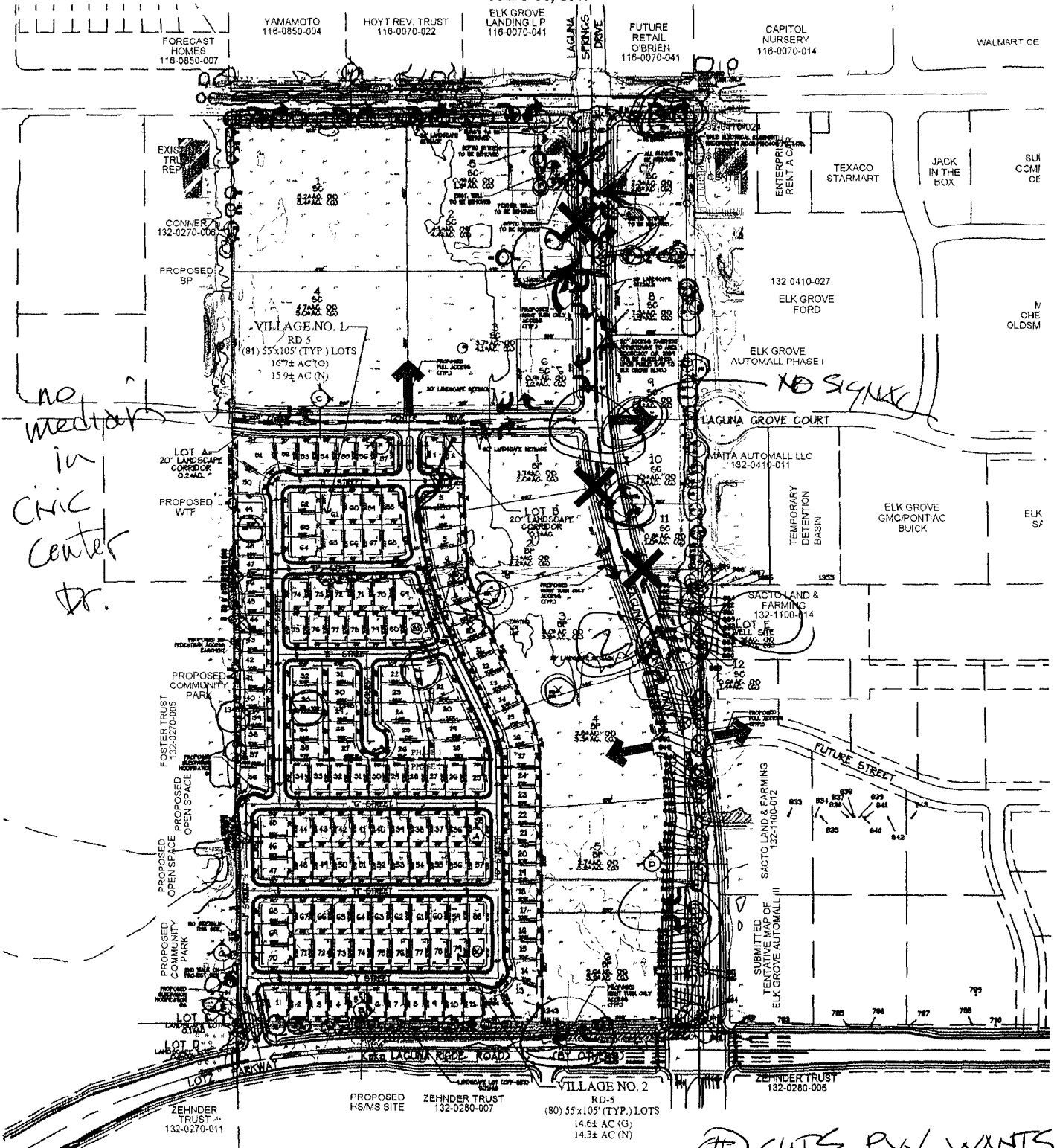
	<u>Conditions of Approval</u>	<u>Timing/Implementation</u>	<u>Enforcement/Monitoring</u>	<u>Verification (date and Signature)</u>
184. _____	<p>projects within these lots. Only the commercial property west of Laguna Springs Drive adjacent to EG Blvd is subject to the Town Center Guidelines.</p> <p>Developers of the parcels located in the Town Center area shall provide reciprocal access points between neighboring parcels. These access points shall become easements between the parcels and at the Cities discretion may be recorded against the parcels. Location of access point(s) must be to Public Works satisfaction and will be approved when these parcels are developed.</p>	Prior to Approval of Improvement Plans	Public Works	
185. _____	<p>Water intensive commercial and industrial building permit applicants shall conduct a water use efficiency review and submit the findings in required environmental documentation for the project.</p>	Prior to Issuance of Building Permits	Planning, Public Works	
186. _____	<p>Efficient cooling systems, recirculating pumps for fountains and ponds, and water recycling systems for vehicle washing shall be required by all applicable development proposals.</p>	Prior to Issuance of Building Permits	SCWA	

TENTATIVE SUBDIVISION MAP - DRIVEWAY EXHIBIT

ALLEN RANCH

CITY OF ELK GROVE, CALIFORNIA

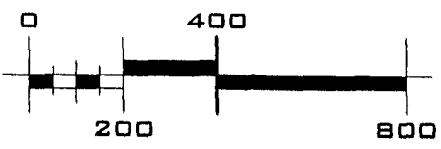
JULY 18, 2005



no median in Civic Center Dr.

NO SIGNAGE

CUTS PW WANTS TO ALLOW



WOOD ROGERS
ENGINEERING • PLANNING • MAPPING • SURVEYING
3301 O STREET, BLDG. 100-B, SACRAMENTO, CA 95816
PHONE: (916) 341-7760 FAX: (916) 341-7787

Jobs \1081-JACKSON-PROPERTY JACKSON-OA\Planning Exhibits\Driveway Exhibit.dwg 7/19/05 2:21pm diarson