

## **1.0 Executive Summary**

### **1.1 SPECIFIC PLAN PROCESS**

Specific Plans are beneficial when planning large land areas or complex development projects because they provide a comprehensive document that contains all of the land use and infrastructure policies necessary to fully address the potential impacts of the project, and to implement subsequent development requests. The use of specific plan documents to guide growth is authorized by Sections 65450 through 65457 of the California Government Code. The County Board of Supervisors initially directed the preparation of this Specific Plan document in the fall of 1995 and re-initiated the process in the summer of 1998 prior to the incorporation of the City of Elk Grove.

Section 65451 of the Government Code requires that Specific Plans include exhibits and discussion illustrating land use, circulation, infrastructure, development standards, phasing and financing, as well as a statement of the relationship of the specific plan to the general plan. Section 65453 allows specific plans to be adopted by resolution and/or ordinance and to be amended as often as is necessary. Specific Plans define the "rules" that pertain to a certain property, but also are able to evolve over time in response to economic and market demands.

The Laguna Ridge Specific Plan (LRSP) will serve to implement the City's General Plan policies and establish clear direction for the development of the entire Plan Area. It is both a policy and a regulatory document. It provides definition of policy direction, establishes zoning designations for the property, and includes standards to guide the detailed design of individual projects within the Plan Area.

The Land Use Plan contained herein has been prepared in response to input from a variety of sources including property owners within the Plan Area, City staff, County staff, agency staff, representatives of the environmental community, and the general public through a series of workshops. A more complete history of this process is discussed in Section 2.2.

The purpose of the Laguna Ridge Specific Plan is to create a comprehensively planned community that provides an appropriate balance of land uses and systematically constructed infrastructure and services to adequately and responsibly support development. The Specific Plan process provides a planning mechanism by which all of the issues are explored and policies and standards can be created to guide the build-out of the Plan Area. It allows development standards to be tailored to the unique vision of a particular area, and provides consistency during the build-out of the Plan Area.

### **1.2 SPECIFIC PLAN CONTENTS**

The Laguna Ridge Specific Plan document is organized into nine chapters. The chapters are described as follows:

Chapter 1 - Executive Summary provides a brief overview of the specific plan process and document contents, identifies Plan Area location and summarizes the context, land use plan, circulation system, public facilities, infrastructure, environmental resources, financing and implementation.

Chapter 2 – Specific Plan Context and Setting discusses in more detail the legal authority of specific plans and severability, Laguna Ridge's history, relationship with other documents such as the zoning code, consistency with the General Plan, and Plan Area setting.

Chapter 3 – Land Use provides further definition of the land use plan and Land Use Diagram, and lists policies and development standards for each land use, which will serve to guide the development of the Plan Area.

Chapter 4 – Circulation provides an overview of the proposed transportation system including roadways, bikeways and walkways, illustrates street sections, and lists policies that encourage alternatives to single occupancy, internal combustion engine vehicles.

Chapter 5 – Public Services and Facilities discusses the law enforcement, fire, emergency services, parks and parkways, and schools. This chapter identifies the proposed locations for public facilities and the service ratios proposed for the Plan Area.

Chapter 6 – Infrastructure summarizes the proposed "backbone" systems for sewer, water and drainage. Detailed engineering studies were prepared in support of the proposed land use plan. These studies will need to be periodically reviewed and may need to be revised or augmented as detailed subdivision plans are submitted and approved.

Chapter 7 – Resource Management summarizes potential environmental issues and lists policies and standards to mitigate for impacts to wetlands, wildlife, trees, water quality, air quality and other sensitive issue areas. Further mitigation measures are provided by the EIR.

Chapter 8 – Phasing and Financing summarizes the phasing of backbone infrastructure and roadways that are discussed in detail in the Financing Plan and Capital Improvement Plan prepared in support of this Specific Plan, the construction costs of major facilities and roadways, fee structures and funding programs, and the Laguna South Public Facilities Financing Plan.

Chapter 9 – Implementation and Administration describes the process and policies by which subsequent submittals are made, or if necessary, how amendments may be made to this plan.

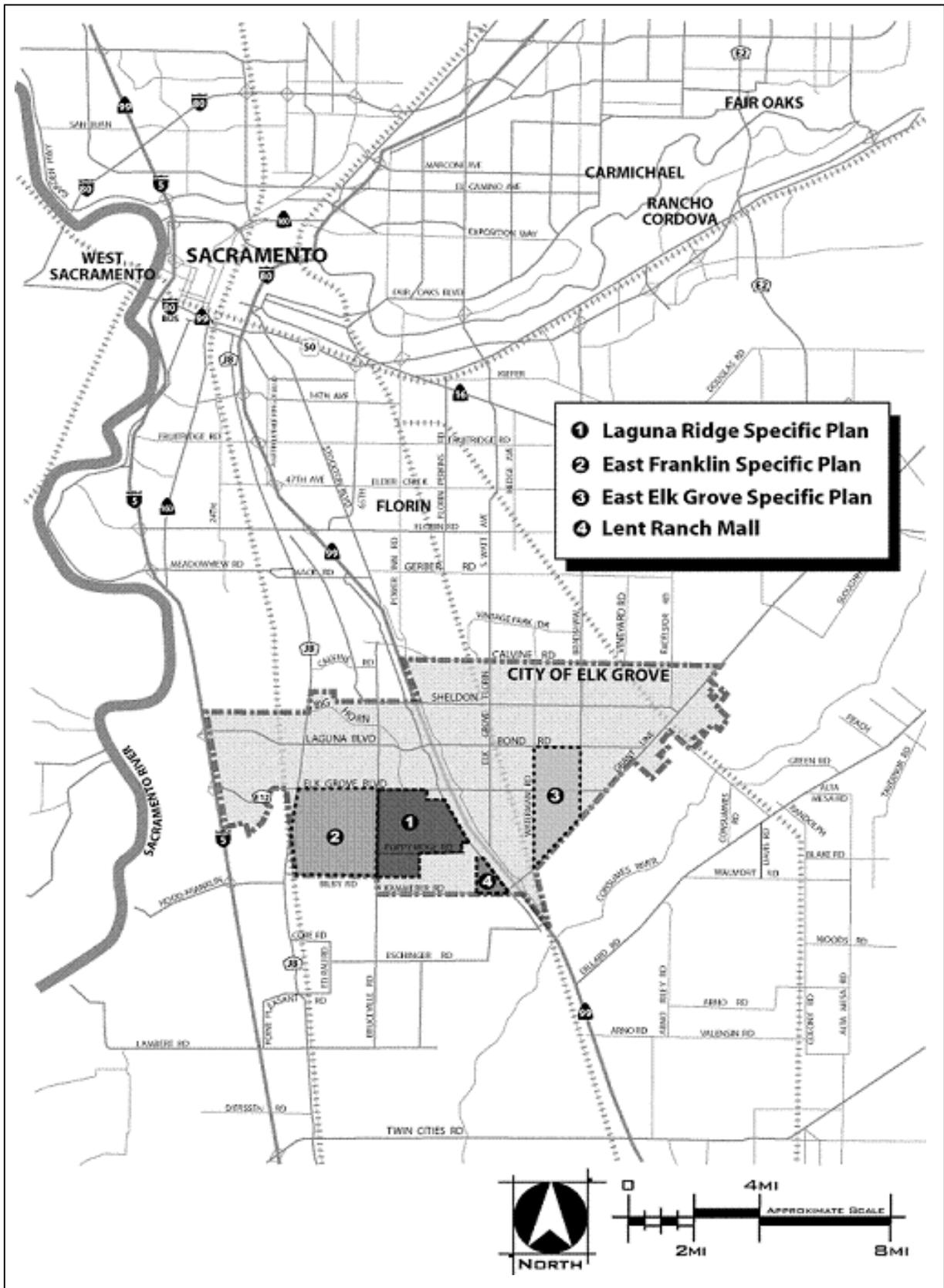
Appendices – Several documents are included as attachments to this specific plan document including the City's ordinance and resolution enacting this plan.

### ***1.3 PROJECT LOCATION***

The Laguna Ridge Specific Plan encompasses approximately 1,900± acres and is located in the southwestern portion of the City of Elk Grove. It lies west of Highway 99, south of Elk Grove Boulevard, east of Bruceville Road and the East Franklin Specific Plan area, and north of Bilby Road and the area referred to as the "Southeast Policy Area". The Specific Plan Area identified in the original submittal was expanded by the County Board of Supervisors to include the area now encompassed. Phase I of the existing Elk Grove Auto Mall, located northeast of the Plan Area at the intersection of Highway 99 and Elk Grove Boulevard, is not included in or regulated by this document.

Figure ES-1 illustrates the boundary of Laguna Ridge in relation to the city limits for the City of Elk Grove and other developments within the City. Laguna Ridge is approximately 14 miles from downtown Sacramento.

**Figure ES-1: Laguna Ridge Plan Area Boundary and City of Elk Grove**



## **1.4 SUMMARY OF EXISTING CONDITIONS**

The following provides a brief discussion of the site conditions that played a role in the formulation of the Land Use Plan and this specific plan document. Chapter 2 Specific Plan Context and Setting and the Laguna Ridge Specific Plan Environmental Impact Report (EIR) provide a full discussion of the existing conditions found within the Plan Area.

### **1.4.1 Property Ownership**

The LRSP Plan Area encompasses approximately 1,900± acres and a total of 67 parcels, of which there are 51 owners. A total of 18 owners controlling approximately 1,700 acres or 89% of the Plan Area agreed to financially sponsor the preparation of this Specific Plan document and the supporting infrastructure engineering studies, and provided funding to the City of Elk Grove to prepare the environmental impact report and environmental studies.

### **1.4.2 Existing Land Use**

The site has historically been utilized for agricultural purposes (e.g. dry farming, truck farming, grazing land and dairies) and contains approximately 25 single-family homes, generally located on parcels adjacent to Poppy Ridge Road and Bilby Road. The site is close to existing urban development located directly north of Elk Grove Boulevard and east of Highway 99. The East Franklin Specific Plan is currently under development directly to the west across Bruceville Road. The proposed Lent Ranch Mall site is located approximately a ½ mile to the southeast.

### **1.4.3 Topography and Drainage**

The site is essentially flat, ranging in elevation from 45 feet on the east to 35 feet on the west. Drainage generally flows from east to west. There are three existing drainage sheds that traverse the Plan Area. With the development of the Plan Area the two northerly sheds will be combined and redirected into the centrally located drainage corridor, which is located on the north side of Whitelock Parkway. This corridor connects to the central drainage corridor located within the East Franklin Specific Plan to the west, and continues west to the Beach Stone Lakes Basin. Its construction will provide 100-year flood protection for the Plan Area, as well as opportunities for open space trail connections.

### **1.4.4 Biological Resources**

Due to the historical use of the Plan Area for agricultural activities the presence of sensitive species and wetland areas is limited. There are 4.83 acres of jurisdictional wetlands that have been identified within the Plan Area based on preliminary surveys. This information is provided in the "*Laguna Ridge Specific Plan Biological Resources Assessment and Preliminary Wetland Delineation*", dated April 4, 2002 prepared by Foothill Associates. Wetland impacts will be mitigated through a combination of measures as identified in the EIR, including the purchase of wetland credits from off-site mitigation bank properties. Most of the land area within Laguna Ridge has been leveled for farming or dairy operations, which modified or eliminated the existence of hydrologic habitats. The cultivated fields, grasslands and irrigation ditches provide forage habitat for various raptors common to the area, as well as the potential for special-status species. There are a number of oak trees located on-site, and an "*Arborist Survey for the Laguna Ridge Specific Plan*" dated February 5, 2001 was prepared by Foothill Associates. The trees on-site tend to be located along fence lines and property lines. The roadways proposed by the Specific Plan follow existing roadways and typically coincide with property lines. When these roadways are expanded or constructed some oak trees will need to

be removed. Additional arborist surveys will be needed for the non-participating properties, and additional field surveys to precisely locate trees will be needed with the submittal of subdivision maps or improvement plans in order to evaluate tree loss and provide adequate mitigation.

#### **1.4.5 Cultural Resources**

A "Cultural Resource Assessment" was prepared by Peak & Associates. This assessment did not find any prehistoric village sites within the Plan Area and concluded that due to the lack of a naturally occurring year-round water supply it is unlikely that the Native American inhabitants of the region lived within the Plan Area. The Plan Area is part of what was known as the Franklin Township. The first settlers came primarily to farm, and the Plan Area has been in agricultural uses since the 1850s. None of the surviving structures within the survey area represent the early years of pioneer settlement in this area. The earliest structures date to about the turn of the century, and none were found to be important resources under CEQA criteria.

#### **1.4.6 Noise**

The most significant noise source is vehicular traffic traveling on the major roadways surrounding the site. These roadways include Highway 99, which is located directly east of the site and Elk Grove Boulevard to the north. The Land Use Plan responds by locating single-family residential uses away from these noise sources and buffering the area adjacent to Elk Grove Boulevard & Highway 99 with commercial and office uses. Where single-family residential is located adjacent to arterial roadways, landscape corridors and masonry walls will be constructed for sound attenuation.

### **1.5 GUIDING PRINCIPLES**

The following guiding principles were developed based on input from a series of public workshops with the Laguna Ridge CAC during the initial planning stages of the project, and during review of the plan with City staff. The following principles guided the formulation of the Land Use Plan and the policies and standards contained within this document:

- § Create a plan that is consistent with the General Plan policies.
- § Create a strong sense of identity, community, neighborhood and human scale.
- § Create a plan with a mix of land uses, including a balance of residential and employment opportunities as well as providing support commercial and neighborhood-oriented services.
- § Reinforce existing commercial corridors. Designate sufficient commercial and employment oriented land uses to create job opportunities and improve the jobs to housing balance.
- § Provide a diverse range of housing densities to accommodate the employees of the major employment centers in City of Elk Grove.
- § Encourage high quality urban design and efficient use of energy and resources.
- § Prepare a transportation plan for the area. Show secondary roadway connections to provide connectivity. Encourage telecommuting and satellite offices to improve air quality.
- § Provide landscaped parkways and pedestrian connections across the Plan Area from Bruceville Road to Highway 99, and north-south to provide linkages between land uses.
- § Provide flexibility to respond to changes in economic, market and social factors while maintaining land use compatibility.

### **1.6 SUMMARY OF LAND USE PLAN**

The Land Use Plan proposes 5,887 single family homes and 1,800 multi-family or medium density units for a total of 7,767 dwelling units, and 265.0 acres of commercial, office and civic uses, which

will allow for approximately .33 million square feet of space at typical densities. It also includes 164.9 acres for parks, 69.3 acres of paseos & open space, and 106.0 acres for schools. The number of acres and units may vary slightly depending on more accurate survey information and the final alignment of roadways, however the total of 7,767 units establishes an approximate carrying capacity for the Plan Area. The following table provides a summary of the Land Use Plan:

**Table ES-1: Land Use Summary**

Map Symbol SP/ Zone Designation	Land Use	Average Density (Calculation)	Approx. Acres±	Estimated Units±
RD-4	Single-family	4.0 du/ac.	151.2	605
RD-5	Single-family	5.0 du/ac.	694.7	3,473
RD-6	Single-family (age restricted)	6.0 du/ac.	106.8	641
RD-7	Single-family	7.0 du/ac.	79.0	553
RD-8	Single-family	8.0 du/ac.	14.7	117
RD-10	Single-family (detached or attached)	10.0 du/ac.	49.8	498
RD-15	Medium Density (detached or attached)	15.1 du/ac.	51.0	770
RD-20	Multi-Family	20.0 du/ac.	55.5	1,110
AC	Auto Commercial		69.8	
SC	Shopping Commercial		125.7	
BP	Office Park		50.9	
CIVIC CTR.	Proposed Civic Center		18.6	
FS	Fire Station		1.2	
ES,MS/HS	Schools (elementary or middle/high)		106.0	
LP,NP,CP	Parks (local, neighborhood, or community)		164.9	
PKY, OS	Parkways, Open Space		69.3	
WTF	Water Treatment Facility		16.2	
	Major Roads		74.9	
	<b>TOTAL</b>		<b>1,900.2</b>	<b>7,767</b>

### **1.6.1 COMMUNITY, VILLAGE AND NEIGHBORHOOD CONCEPT**

For land use planning purposes this 1900.2-acre± community can be considered as three sub-areas or villages of approximately 600 acres. These villages are separated by the arterial roadway system, which is located on approximately one mile spacing. Each village has a school and park site located at its center as a focal element, and is comprised of a number of neighborhoods.

The northeast village or sub-area capitalizes on its position relative to Highway 99 and Elk Grove Boulevard. It places a mix of commercial and multi-family uses including highway-oriented employment and auto-oriented commercial uses along Highway 99, and Elk Grove Boulevard to take advantage of these exposures. The commercial uses along Elk Grove Boulevard allow for an advantage of these exposures. The commercial uses along Elk Grove Boulevard allow for continuous

**Insert Figure ES-2: Land Use Plan**

and consistent landscaped corridor, creating a positive project image. A proposed Civic Center site on Elk Grove Boulevard will provide an area for city administrative offices, public gatherings and other civic-oriented uses within a landscaped "park- like" setting. It provides a focal point along Elk Grove Boulevard. A large community park is proposed directly south of the Civic Center site, east of Big Horn Boulevard. These uses will serve the broader community of Elk Grove as well as the Laguna Ridge Plan Area. Elk Grove Boulevard will provide immediate access to public transit to encourage use of public transportation. A High School/Middle School site complex is located directly east of Big Horn Boulevard that when considered in conjunction with the proposed Civic Center site and Community Park site, will create an "open green edge" along this side of the road. A second Community Park is located to the south and east, south of Whitelock Parkway. These Community Parks are intended to serve Laguna Ridge and the Southeast Plan Area, as well as residents of the City of Elk Grove. Placing these facilities in close proximity to the High School/Middle School site allows for shared use. Paseos and landscaped boulevards will provide off-street pedestrian and bike connections from the Civic Center down to the Community Park and the Laguna Ridge Grand Parkway. The balance of this village is comprised of single family residential, which is designed to include a smaller neighborhood-oriented park.

The northwest village or sub-area concentrates commercial-oriented uses and higher densities toward Elk Grove Boulevard, with a large commercial center located at the southeast corner of the intersection of Bruceville Road and Elk Grove Boulevard. Major commercial centers that include large discount retailers, theaters, and similar land uses rely on a broad market area for their economic viability, and therefore are logically located along major roadways. A neighborhood focus has been created within the sub-area by again placing a Neighborhood Park and Elementary School at the center within convenient walking distance for school children and residents. An area of age-restricted residential has been designated within this village to provide homes for active adults and seniors nearing or at retirement age that desire to live near friends and family in a community offering a range of residential, recreation and social uses. A paseo provides a connection from the Elementary School and Parks within this sub-area down to the Laguna South Grand Parkway and up to the Civic Center.

The southwest village or sub-area also has a Neighborhood Park and Elementary School located at the center, again within convenient walking distance for school children and residents. This village also includes a Community Park located on the south side of Whitelock Parkway. A neighborhood-oriented commercial site is located on the southeast corner of Bruceville Road and Whitelock Parkway, and at the intersection of Whitelock Parkway and Big Horn Boulevard. Two multi-family sites are located to the south along Bruceville Road, and a third side is located south of the Whitelock Parkway and Big Horn Boulevard neighborhood center. It is logical to place multi-family sites in close proximity to commercial centers and key arterials or intersections where transit services will be available in the future. A paseo extends from the Laguna South Grand Parkway at Whitelock Parkway to the Neighborhood Park and School site located at the center of this sub-area.

### ***1.6.2 PARKWAYS, PASEOS & LANDSCAPE CORRIDORS***

A key element of the Laguna Ridge Plan area is the system of open space parkways, paseos and landscaped boulevards that allow convenient pedestrian and bicycle connections between land uses. The purpose of this system is to create strong linkages between neighborhoods, schools, parks and recreational amenities to encourage walking, bicycling and alternatives to auto-travel.

**Figure ES-3: Illustrative Site Plan**



*Note: Conceptual Design, Subject to change.*

The Laguna Ridge Grand Parkway provides major east-west connection with a 60-foot to 260-foot wide landscaped corridor connecting from Bruceville Road to Highway 99 along the north side of Whitelock Parkway. In addition to providing an off-street Class I bike/pedestrian trail, this parkway

Corridor serves a number of purposes including storm water conveyance, water quality, area for oak tree mitigation planting and it provides an enhanced landscaped corridor alongside Whitelock Parkway.

A secondary system of pedestrian trails or "paseos" will link to the Laguna South Grand Parkway to provide north-south connections. These greenbelts will consist of landscaped areas measuring 40 to 100 feet in width, and will provide connections from schools and parks in one neighborhood or sub-area to the schools and parks in another. These landscaped corridors may also be utilized to convey storm water or for oak tree mitigation planting.

A third level of connectivity are the landscaped boulevards located along major streets. All arterial and collector streets within the Plan Area will have separated sidewalks and street tree plantings creating a pleasant, pedestrian-oriented walking environment. This system of landscape boulevards will soften community edges and enhance the living environment.

Figure ES-3 provides an Illustrative Site Plan for the Big Horn Boulevard Corridor. It illustrates how the proposed Civic Center will provide a focal element along Elk Grove Boulevard connected to the commercial uses to the east and west by a pedestrian and vehicular spine street. It also demonstrates how landscaped boulevards and paseos will provide pedestrian connections north and south through the Plan Area and how the east side of Big Horn Boulevard will have an open, landscaped, park-like setting. This system provides linkages between key land uses and down to commercial center at Whitelock Parkway. Key community entries and edges are identified and will be highlighted with enhanced paving within crosswalks, turf areas, hardscape and landscaping.

### ***1.7 SUMMARY OF CIRCULATION SYSTEM***

The LRSP proposes a well-structured network of streets and pathways to serve the Plan Area. The creation of a well-connected hierarchy of roadways allows for the efficient flow of vehicular traffic, but also encourages walking, biking and other alternatives to single occupancy vehicles.

The construction of roadways within the Plan Area will occur in a coordinated and timely manner and will be phased as needed for development. Chapter 8 provides a summary discussion of the Capital Improvement Plan and Financing Plan. These documents were prepared to define the costs of roadways, sewer, water, drainage and other facilities and to demonstrate how they will be financed to ensure they are installed concurrent with development.

Thoroughfare and arterial streets (which include six-lane and four-lane roads) serve to convey significant "cross-town" traffic. These streets will provide for efficient access through the City of Elk Grove, and connections to major commercial uses, employment centers and amenities. They are generally located on one-mile spacing. These streets have been excluded from the calculations of developable acres in the Land Use Plan.

Collector Residential and Commercial streets provide connections into and through neighborhoods, linking to school and park facilities, and allowing residents of one neighborhood to visit another neighborhood without traveling on arterial streets. They are generally located on ¼ mile spacing.

Local street connections to arterials may occur more frequently. These connections allow access into neighborhoods, but internal street patterns should be designed to discourage through traffic.

While existing transit service to the Plan Area is limited, the design of the Land Use Plan and the policies contained within this document will encourage public transit. Land uses are generally more intense adjacent to arterial streets to encourage ridership, and it is anticipated that Sacramento Regional Transit will expand bus service to the Plan Area as development occurs. The potential extension of Light Rail is also discussed in this chapter. The preferred alignment is shown along the east side of Big Horn Boulevard.

The plan also includes a comprehensive plan for bikeways and pedestrian pathways. All arterial and collector streets will have a Class II bike lane striped on the street and sidewalks that travel through landscaped corridors adjacent to the street. An off-street Class I bike trail has been designated on the south side of the Laguna South Grand Parkway, which traverses the Plan Area from east to west. The Laguna South Grand Parkway provides a connection from the Community Park site within Laguna Ridge to the Community Park Site in the East Franklin Specific Plan, and allows for a future potential connection across Highway 99 to the Elk Grove Regional Park. Several parkway paseos are proposed to provide north-south connections from each neighborhood or sub-area to the Laguna South Parkway Corridor.

## ***1.8 SUMMARY OF PUBLIC SERVICES AND FACILITIES***

The City of Elk Grove Police Department and law enforcement services are provided under contract with the Sacramento County Sheriff's Department, utilizing County staff, equipment and facilities. In the future, the City of Elk Grove may continue with this contract or may choose to establish its own independent police force, which would require the hiring of staff and the purchase of equipment and facilities.

The Elk Grove Community Services District (CSD) Fire Department provides fire protection and emergency medical response services. A location for a fire station has been identified on the Land Use Plan east of the intersection of Old Poppy Ridge Road and Big Horn Boulevard. Station #71, located east of the LRSP area, will provide protection on an interim basis.

The Elk Grove Unified School District will serve the LRSP and school sites have been located to support the projected population of the Plan Area. An area totaling 106.0-acres has been designated for school sites including three 10-acre elementary schools, and a combined 76.0-acre high school/middle school site. In all cases, a park site has been located adjacent to or in close proximity the school sites to allow shared use of facilities. Schools and parks will be more precisely located when Tentative Subdivision Maps are prepared.

A total of 164.9 acres has been designated for Parks within the Plan Area, which is consistent with the City's General Plan. The Elk Grove CSD Parks and Recreation Department has been involved in the development of this program, and a combination of local-parks, neighborhood parks, and community parks are proposed.

## **1.9 SUMMARY OF INFRASTRUCTURE**

### **1.9.1 Sewer**

The Laguna Ridge Plan Area will be annexed into Sacramento County Sanitation District No. 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD). At build-out, the entire Plan Area will be served by a gravity sewer system that will flow west into the East Franklin Specific Plan Area to a major lift station located near Franklin Boulevard. Lift stations will be utilized on an interim basis within the Plan Area to facilitate phasing of development. The first lift station is located at Bruceville Road and Whitelock Parkway, and the second lift station located to the south on Bruceville Road near Elefa Avenue.

### **1.9.2 Water**

Sacramento County Water Agency Zone 40 will provide water service to the Plan Area. Consistent with the Regional Water Forum Agreement, initial sources of water shall be groundwater in conjunction with the development of surface water sources. The groundwater will require treatment therefore treatment facilities will be constructed along with new wells and storage facilities. The potable water transmission system is designed for conjunctive use and will allow for future water deliveries from surface water sources.

The LRSP Water Master Plan has included the use of reclaimed water to irrigate open space areas, landscape corridors, and parks. A separate distribution system is proposed to allow the use of this non-potable water as a measure to conserve potable water supplies.

### **1.9.3 Storm Drainage**

Drainage within the Plan Area generally flows from east to west. A system of underground storm drains and above ground drainage channels will convey run-off. An open drainage channel connects from Big Horn Boulevard near the proposed High School Site to Bruceville Road and the East Franklin Specific Plan, providing an open space corridor landscaped with natural grasses. Water Quality is filtration provided by this grass-lined channel.

## **1.10 SUMMARY OF RESOURCE MANAGEMENT**

The mitigation measures identified and discussed in the Laguna Ridge Environmental Impact Report have been considered in the formulation of this plan. The Resource Management chapter reviews soils and agricultural land loss, water quality, biological resources, air quality, conservation and cultural resources and provides discussion, policies and standards related to these topics.

The soils found on-site are considered marginal for agricultural purposes and there a number of smaller parcels interspersed throughout the LRSP limiting the viability of large-scale farming operations, which are typically needed with most crops to compete economically. Conversion to urban uses results in the loss of 40 acres of Prime Farmland. Loss of agricultural lands is acknowledged by the City General Plan and addressed by the Laguna Ridge EIR.

Water quality within and downstream of the Plan Area will be protected by the implementation of National Pollutant and Discharge Elimination System (NPDES) and the application of Best Management Practices (BMPs). These measures will be applied at the time improvement plans are prepared and submitted, and will be required during construction. The Land Use Plan proposes to

direct storm water and run-off to a central drainage channel, which will serve to filter low flows and convey storm water during flood events.

Impacts to Biological Resources (i.e. vegetation, wetlands and sensitive species) will be mitigated by a combination of measures as proposed by the EIR. Mitigation may include both on-site and off-site measures. The existing conditions were discussed previously by section 1.4.4.

Air Quality impacts will be mitigated per the requirements of General Plan and based on discussions with the Air Quality Management District. Credits were granted based on the design of the Land Use Plan which includes a broad mix of uses and pedestrian opportunities, while other credits will be satisfied by site planning or type of architectural construction.

### ***1.11 SUMMARY OF PHASING AND FINANCING***

In support of the proposed Land Use Plan, a Phasing Plan is included to demonstrate the logical, timely and appropriate completion of infrastructure and roadways to serve the phased build-out of the project. This Phasing Plan is summarized from the Capital Improvement Plan which defines and details all of the major facilities and costs, and when these items will be required. In conjunction with this engineering effort, the Laguna South Public Facilities Fee Program was developed to determine appropriate fee amounts on a per unit basis to fund the cost of the proposed facilities. The Financing Plan determined that the fees required to support the construction of Laguna Ridge are reasonable and competitive in the marketplace.

### ***1.12 SUMMARY OF IMPLEMENTATION AND ADMINISTRATION***

The Implementation and Administration chapter establishes the procedures by which subsequent submittals are made to allow the development of the Plan Area. As development applications are brought forward they will be reviewed by the Planning Department for consistency with this Specific Plan and other City documents and standards, and it will be determined if the application requires any amendment and if a specific plan fee is due. An initial study and environmental review may be prepared to comply with CEQA requirements and the application will be processed through to the appropriate approval body.