

REGULAR CONCURRENT MEETING CITY COUNCIL/CRA/RCFC

**Council Chambers
3121 Gold Canal Drive, Rancho Cordova, California**

Tuesday, November 29, 2005

5:30 p.m. – Special Meeting

AGENDA



Ken Cooley, Mayor

Robert J. McGarvey, Vice Mayor

Linda Budge, Council Member

David M. Sander, Council Member

Dan Skoglund, Council Member

MAKING YOUR POINT – MAKING IT COUNT

Government decision-making takes time—time for public input, time for analysis, and time for weighing both sides of the issue before making an informed decision.

People sometimes complain that the process takes too long, delay progress, costs extra money and is frustrating for discussion participants. Others say that the process doesn't give people enough time to comment and that decisions are made too quickly without enough consideration for all sides of the issue.

The foundation for democracy in America is our constitutional right to tell our elected leaders what we think about issues that affect us. This right is enjoyed by all citizens, regardless of education, background, or experience. Rancho Cordova leaders welcome you to public meetings and encourage you to participate in discussions that affect you.

The way you present your message at the podium can help or hurt your ability to persuade your audience. It can either facilitate or obstruct the public participation process. Whether you are an experienced public speaker or speaking at the podium for the first time, it may be helpful to remember these public meeting tips:

- Identify your main points. Writing them down will help you organize your thoughts and remember them when you're at the podium.
- Check your facts. Accuracy improves your credibility and helps you make a positive impression.
- Handouts summarizing your position may be distributed to policy makers and staff before or after your presentation. Busy leaders appreciate clear, concise information (one or two pages) that helps them identify your key points and remember your presentation.
- Don't be nervous. If you are, don't apologize for it. Public Officials see many citizens who are nervous when speaking in front of an audience. It may help to take a deep breath and exhale slowly just before you approach the podium.
- As you begin to speak, state your name and address clearly for the record. If you represent a group or organization, please state that information as well.



- Make your position known at the beginning, then present supporting information. You will sound organized, which helps people to understand your position.
- Keep your presentation short and simple. Attention spans are brief and people will remember a short presentation better than they will one that rambles and includes too much information.
- Don't repeat yourself. It uses valuable time and people tune out when they hear the same thing over and over. If a previous speaker has already made the point you planned to make, simply refer to that speaker and emphasize your support for that position.
- Be cautious about using humor which is very subjective. While some may laugh, others may be offended.
- Persuade, don't badger your audience. Compelling presentations can be very persuasive to both policy makers and public meeting audiences; however, insulting or degrading language can make you appear belligerent, reducing your credibility as well as the power of your message.
- Close your comments with an action statement such as, "Adopt this resolution" or "I urge you to vote 'no' on this ordinance."

Rancho Cordova City leaders appreciate your interest in issues that affect the community. We hope these tips will help you prepare and present your remarks so they will be clear, concise, accurate and credible. If you follow these guidelines, your audience is likely to listen, pay attention, and maybe even agree with you!

Rancho Cordova City government is not the City Council, City staff or Rancho Cordova citizens – it's all of us working together to understand each others' opinions so we can make the best decisions for our community.

THANK YOU FOR PARTICIPATING!



**CITY COUNCIL SPECIAL MEETING
City Council Chambers
3121 Gold Canal Drive, Rancho Cordova**

**Tuesday, November 29, 2005
5:30 P.M. - Work Session**

AGENDA

WORK SESSION

Call to Order

Roll Call: Council Members Budge, McGarvey, Sander, Skoglund & Mayor Cooley

Oral Communications

1. Public Comment

At a special meeting, citizens wishing to address the Council for **any matter on the agenda may do so at this time by completing and submitting a (blue) Speaker Card to the City Clerk. The Mayor will call you to the podium at this point on the agenda.** Note, under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any unagendized item. **All speakers are encouraged to keep your comments to three minutes or less and to state your name and community of residence.**

Work Session Item

2. **Subject:** Transportation Infrastructure Phasing Plan. A Citywide Transportation Impact Fee and Associated Transportation Capital Improvement Program (CIP) have been approved together with the development of a Citywide Transit Master Plan and Pedestrian & Bicycle Master Plan. The next course of action is the implementation of the CIP and establishing priorities for construction of the transportation improvements.
Recommendation: Discuss staff report and provide general direction to staff; no formal action is required.

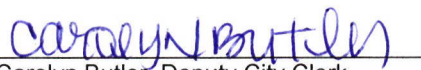
ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 942-0255 or lhare@cityofranhocordova.org at least 48 hours prior to the meeting.

City Clerk's Certificate of Posting of Agenda

I, Carolyn Butler, Deputy City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the November 29, 2005 Special Meeting of the Rancho Cordova City Council was posted on November 23, 2005 at the office of the City of Rancho Cordova, 3121 Gold Canal Drive, Rancho Cordova, California, 95670 and was available for public review at that location. The agenda is also available on the city web site at www.cityofranhocordova.org.

Signed this 23rd day of November 2005 at Rancho Cordova, California.


Carolyn Butler, Deputy City Clerk

MEMORANDUM

DATE: November 29, 2005
TO: Mayor and Council Members
FROM: Cyrus Abhar, Public Works Director
SUBJECT: TRANSPORTATION INFRASTRUCTURE PHASING PLAN DISCUSSION



RECOMMENDATION

City Council to provide general direction to staff. No formal action is required.

DISCUSSION

On November 7, 2005, the Council approved the Citywide Transportation Impact Fee and associated Transportation Capital Improvement Program (CIP). Staff has also initiated the development of the Citywide Transit Master Plan and Citywide Pedestrian and Bicycle Master Plan. The next course of action is the implementation of the CIP and establishing priorities for construction of the transportation improvements. The timing and delivery of improvements is critical to maintaining effective circulation for the existing community and for the new residents as a result of new development. Staff has evaluated a number of individual traffic studies for various developments throughout the city. Additionally, staff has contracted with Fehr & Peers to prepare a transportation phasing plan that will identify critical improvements and develop a systematic approach and implementation strategy to deliver these improvements.

Staff has also been meeting with various other cities and agencies to develop regional plans for mitigating traffic impacts and to identify the impact from new development on area roadways. Among those studies and plans are:

- a. Metropolitan Transportation Plan Update
- b. Eastern Sacramento County and Western El Dorado County Transportation Study
- c. Elk Grove-Rancho Cordova-El Dorado Connector Corridor

Transportation Infrastructure Phasing Plan

Staff has contracted with Fehr and Peers to assist the City in the development of a traffic study that will result in a Citywide Transportation Infrastructure Phasing Plan. The study establishes specific roadway improvements which mitigate traffic impacts in Rancho Cordova required at increments of 2,500 dwelling unit equivalents (DUEs). It is built upon the City's General Plan

goal of maintaining Level of Service D on our city roadways and especially not adding additional traffic impact on Sunrise Boulevard.

The purpose of phasing study is to identify the specific improvements that need to be in place in response to increased traffic and transportation demands as a result of new growth in the City. The phasing analysis utilizes cumulative increments of development in blocks of 2,500 DUEs and identifies the transportation system improvements that need to be in place at increments 2,500 DUEs, 5,000 DUEs, 7,500 DUEs and 10,000 DUEs and beyond.

The intent of having a citywide transportation system phasing analysis is to provide the City with an effective tool by which to achieve the principle objectives of our transportation system, which include but are not limited to:

- Maintain the viability of existing city roadways in and for the existing community
- Promote a logical approach to the phasing and implementation of the Transportation Capital Improvement Program, including the elements of the Transit Master Plan and the Bicycle/Pedestrian Master Plan
- Ensure the timing and delivery of the required transportation improvements commensurate with increased demands on the transportation system as a result of new development

A major development area east of Sunrise and south of Hwy 50 with approvals in the city is associated with the Sunridge Specific Plan Area. Significant new development is proposed to the north and to the south of that Specific Plan area which would directly affect the timing of the transportation requirements applicable to Sunridge and could have an effect on the phasing of development. The next section discusses the existing conditions applicable to the Sunridge area as they relate to the delivery of transportation improvements and the phasing of development.

Existing Conditions for Sunridge Specific Plan

The Sunridge Specific Plan Area was approved by the County with rezone conditions intended to offset traffic impacts caused by new development within the Specific Plan Area by phasing specific transportation improvements with increments of development and the traffic generated by that development. The existing transportation thresholds, tied to the recording of final maps, are implemented by the delivery of lists of improvements required at thresholds of 2,000, 3,025, and 6,500 residential lots.

The Phase 2 developers in Sunridge have submitted a proposal to deliver a subset of the pre-6500 improvements in exchange for final maps associated with cumulative development up to 5,000 residential lots. Consideration of the request brings to light the following key questions and issues:

1. Does the Sunridge Specific Plan Area have the legal rights to all entitlements issued under the thresholds?

2. Are the improvements specifically identified in the existing conditions still valid and relevant given the distribution of new growth in the city?
3. Can the City legally create the additional units above the existing threshold without revisiting the original CEQA document?
4. What should the development conditions for proposed development outside of the Sunridge Specific Plan be and how will they be imposed?

Policy Discussion

Staff seeks general direction by the Council on the issues brought about by development which wishes to proceed in the near future. Through the phasing analysis, staff is trying to develop a consistent, unified approach to the approval of new development in the city. Council discussion is requested on how to address the issue of the other major developments east of Sunrise. Among the issues to be discussed are:

- a. Pace, timing and phasing of transportation improvements is important to maintain effective circulation in the city and Rancho Cordova's sense of community. Staff desires a discussion by the Council on the current rate and sequence of development.
- b. Sunridge has entitlement through its Specific Plan to existing transportation thresholds. Major developments north and south of the Sunridge area desire to proceed immediately towards securing entitlements and development agreements. If those projects proceed in advance or concurrently with projects internal to Sunridge, the additional entitlements through cumulative effects may trigger the thresholds in advance of the Sunridge projects alone.
- c. The Phase 2 developers have submitted a proposal to deliver a subset of the pre-6500 improvements in exchange for final maps associated with cumulative development up to 5,000 residential lots.

Staff will present the preliminary results of the traffic phasing analyses at the work session and will seek the Council's general direction in addressing these policy issues.

Study Session Item #2

**Material received during the
Council Meeting of
November 29, 2005.**

TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AT 2,500 DUE

Project Priority	Location	Improvement
1	Sunrise Blvd – Sunrise Park Dr to Douglas Rd	Widen to six lanes
2	Douglas Rd – Sunrise Blvd to Americanos Blvd	Widen to four lanes
3	Sunrise Blvd – Douglas Rd to Chrysanthy Blvd	Widen to four lanes
4	Sunrise Blvd at Chrysanthy Blvd	Install signal
5	Jaeger Rd – Douglas Rd to Chrysanthy Blvd	Widen to four lanes
6	Sunrise Blvd at Kiefer Blvd	Install interim signal
7	Sunrise Blvd at Monier Cir	Install signal

TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AT 5,000 DUE

Project Priority	Location	Improvement
1	Zinfandel Dr – Terminus to Douglas Rd	Construct four lane road
2	Douglas Rd – Zinfandel Dr-Eagles Nest Rd to Sunrise Blvd	Widen to four lanes
3	Zinfandel Dr at International Dr	Signal/Intersection improvements
4	Chrysanthy Blvd – Sunrise Blvd to Jaeger Rd	Construct four lane road
5	Chrysanthy Blvd at Jaeger Rd	Install signal
6	Douglas Rd at Jaeger Rd	Install signal
7	Sunrise Blvd – Chrysanthy Rd to Kiefer Rd	Widen to four lanes
8	Sunrise Blvd – Chrysanthy Rd to Kiefer Rd	Widen to four lanes
9	Sunrise Blvd at SR 16	Signal/Intersection improvements
10	Douglas Rd – Americanos Blvd to Grant Line Rd	Widen to four lanes
11	Grant Line Rd/White Rock Rd – Douglas Rd to Prairie City Rd	Realign road, widen shoulders, add turn pockets
12	Grant Line Rd at White Rock Rd	Install signal
13	Grant Line Rd at SR 16	Signal/Intersection improvements
14	SR 16 – Sunrise Blvd to Grant Line Rd	Widen to four lanes
15	Sunrise Blvd at Kiefer	Signal/Intersection improvements
16	Sunrise Blvd at Grant Line Rd	Signal/Intersection improvements

**TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AT 7,500 DUE WITH ADDITIONAL 2,500 DUE
IN AREA SOUTH OF DOUGLAS RD**

Project Priority	Location	Improvement
1	Chrysanthy Rd – Jaeger Rd to Americanos Blvd	Construct four lane road
2	Americanos Blvd – Douglas Rd to Chrysanthy Blvd	Construct four lane road
3a*	Rancho Cordova Pkwy – Douglas Rd to US 50	Construct four lane road and interchange
3b*	Rancho Cordova Pkwy/Easton Valley Pkwy – Douglas Rd to US 50	Construct four lane road and improve interchange at US 50/Hazel Ave
4	Sunrise Blvd – Douglas Rd to SR 16	Widen to six lanes
5	SR 16 at Bradshaw Rd	Signal/Intersection improvements
6	SR 16 at Excelsior Rd	Signal/Intersection improvements
7	SR 16 at Eagles Nest Rd	Signal/Intersection improvements
* Projects 3a and 3b both serve the same needs, so the project most easily implemented should be built		

**TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AT 7,500 DUE WITH ADDITIONAL 2,500 DUE
IN RIO DEL ORO**

Project Priority	Location	Improvement
1	International Dr – Terminus to Rancho Cordova Pkwy	Construct four lane road
2	White Rock Rd – Sunrise Blvd to Rancho Cordova Pkwy	Widen to four lanes
3	Rancho Cordova Pkwy – Douglas Rd to White Rock Rd	Construct four lane road
4a*	Rancho Cordova Pkwy – White Rock Rd to US 50	Construct four lane road and interchange
4b*	Rancho Cordova Pkwy/Easton Valley Pkwy – White Rock Rd to US 50	Construct four lane road and improve interchange at US 50/Hazel Ave
* Projects 4a and 4b both serve the same needs, so the project most easily implemented should be built		

**TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AT 7,500 DUE WITH ADDITIONAL 2,500 DUE
IN RIO DEL ORO**

Project Priority	Location	Improvement
1a*	Rancho Cordova Pkwy – White Rock Rd to US 50	Construct four lane road and interchange
1b*	Rancho Cordova Pkwy/Easton Valley Pkwy – White Rock Rd to US 50	Construct four lane road and improve interchange at US 50/Hazel Ave
2	White Rock Rd – Sunrise Blvd to Rancho Cordova Pkwy	Widen to four lanes
* Projects 1a and 1b both serve the same needs, so the project most easily implemented should be built		

**TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS AT 10,000 DUE WITH ADDITIONAL 5,000 DUE
IN AREA SOUTH OF DOUGLAS RD**

Project Priority	Location	Improvement
1	Jaeger Rd – Chrysanthy to Kiefer Blvd	Construct four lane road
2	Kiefer Blvd – Sunrise Blvd to Grant Line Rd	Construct four lane road
3	Jaeger Rd – Douglas to Chrysanthy Blvd	Widen to six lanes
4	Americanos Blvd – Chrysanthy Blvd to Kiefer Blvd	Construct four lane road
5	Chrysanthy Blvd – Americanos Blvd to Grant Line Rd	Construct four lane road
6	US 50 at Zinfandel Dr	Complete initial interchange studies
7	US 50 at Mather Field Rd	Complete initial interchange studies
8	Sunrise Blvd – SR 16 to Grant Line Rd	Widen to four lanes
* Projects 4a and 4b both serve the same needs, so the project most easily implemented should be built		

CONDITIONS OF APPROVAL – 2,000 DWELLING UNITS IN SUNRIDGE

Project	Location	Improvement
1	Sunrise Blvd – Sunrise Park Dr to Douglas Rd	Widen to six lanes
2	Douglas Rd – Sunrise Blvd to Americanos Blvd	Widen to four lanes
3	Sunrise Blvd – Douglas Rd to Chrysanthy Blvd	Widen to four lanes
4	Sunrise Blvd at Chrysanthy Blvd	Install signal
6	Sunrise Blvd at Kiefer Blvd	Install interim signal
7	Sunrise Blvd at Monier Cir	Install signal

CONDITIONS OF APPROVAL – 3,025 DWELLING UNITS IN SUNRIDGE

Project	Location	Improvement
1	Zinfandel Dr – Terminus to Douglas Rd	Build two lane road, install signal at Douglas Rd intersection
3	Zinfandel Dr at International Dr	Signal/Intersection improvements
4	Chrysanthy Blvd – Sunrise Blvd to Jaeger Rd	Construct four lane road
5	Chrysanthy Blvd at Jaeger Rd	Install signal
6	Douglas Rd at Jaeger Rd	Install signal
7	Sunrise Blvd – Chrysanthy Rd to Kiefer Rd	Widen to four lanes
8	Sunrise Blvd – Chrysanthy Rd to Kiefer Rd	Widen to four lanes
11	Sunrise Blvd at SR 16	Signal/Intersection improvements
12	Grant Line Rd at White Rock Rd	Install signal
13	Grant Line Rd at SR 16	Signal/Intersection improvements
14	Grant Line Rd – Sunrise Blvd to Grant Line Rd	Widen to four lanes
15	Sunrise Blvd at Kiefer	Signal/Intersection improvements
16	Sunrise Blvd at Grant Line Rd	Signal/Intersection improvements
17	Jaeger Rd – Douglas Rd to Chrysanthy Blvd	Widen to four lanes
18	SR 16 at Bradshaw Rd	Signal/Intersection improvements
19	SR 16 at Excelsior Rd	Signal/Intersection improvements
20	SR 16 at Eagles Nest Rd	Signal/Intersection improvements

CONDITIONS OF APPROVAL – 6,500 DWELLING UNITS IN SUNRIDGE

Project	Location	Improvement
1	Chrysanthy Rd – Jaeger Rd to Americanos Blvd	Construct four lane road
2	Americanos Blvd – Douglas Rd to Chrysanthy Blvd	Construct four lane road
3	Rancho Cordova Pkwy – Douglas Rd to US 50	Construct two lane road and interchange
4	Sunrise Blvd – Douglas Rd to SR 16	Widen to six lanes
5	SR 16 at Bradshaw Rd	Signal/Intersection improvements
6	SR 16 at Excelsior Rd	Signal/Intersection improvements
7	SR 16 at Eagles Nest Rd	Signal/Intersection improvements
8	SR 16 – Bradshaw Rd to Sunrise Blvd	Widen to four lanes
9	Douglas Rd – Folsom South Canal to Sunrise Blvd	Widen to four lanes

* Projects 3a and 3b both serve the same needs, so the project most easily implemented should be built

CONDITIONS OF APPROVAL – BUILD-OUT OF SUNRIDGE

Project	Location	Improvement
9*	Folsom Rd – Mather Field Rd to Coloma Rd	Widen to six lanes
10*	Mather Field Rd at International Dr	Intersection improvements

* These projects to be built on a "fair share" basis with the remainder of funding coming from other sources

TRANSPORTATION INFRASTRUCTURE PHASING PLAN

November 29, 2005

Purpose of the Workshop

- Overview of timing and complexity of delivering road improvements in a timely manner
- Proposals to allow selected projects to proceed to final map stage (Sunridge Specific Plan) and others to tentative map stage
- Direction for further dialogue between City and development community

City Council Goals & Objectives

- **Objective 1**: 90% of residents and visitors will be able to move within our city road network as fast and as safely as they want and are willing to pay for.

City Council Goals & Objectives

- **Objective 2**: 95% of new growth homes can “connect” to all other homes and businesses by walking, biking or transit. The road network, the bike and pedestrian pathways and the transit system to provide safe at grade crossings or grade separated crossings at major roads and intersections for pedestrians and bicyclists.

City Council Goals & Objectives

- **Objective 3:** Vigorously advocate for and be a (voting) player in all agencies and forums that might possibly solve our citizen transportation; mobility problems and needs within the region
 - RT
 - SACOG
 - Ad Hoc connector group
 - Lobbyist
 - Cal Trans
 - County

Existing
Roadway Network

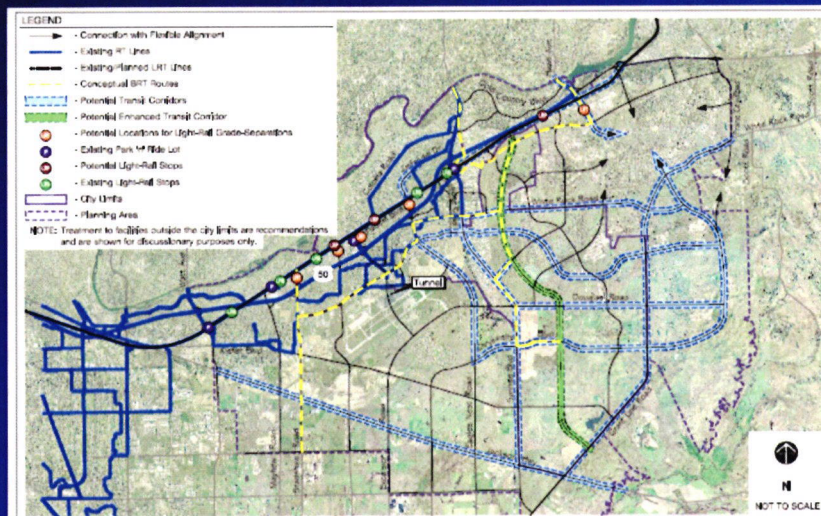


General Plan Roadway Network

- 6 lanes ———
- 4 lanes ———
- 2 lanes ———



Transit Map

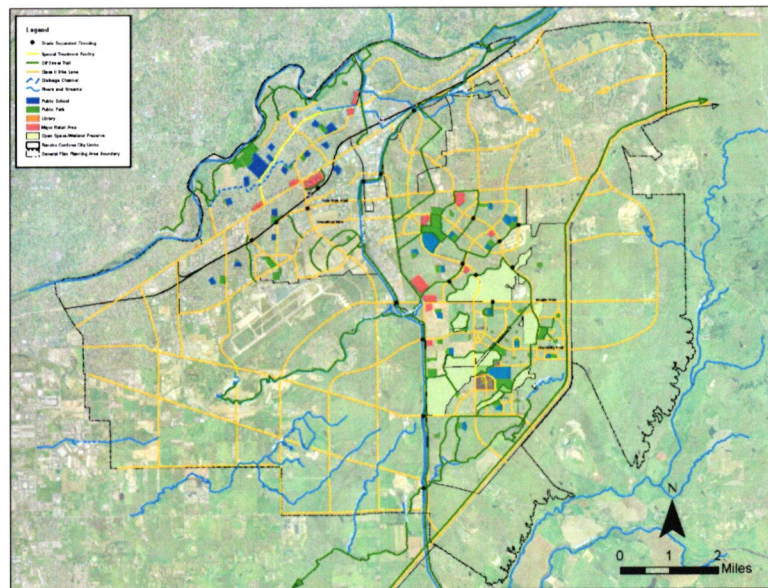


FEHR & PEERS
TRANSPORTATION CONSULTANTS

Apr. 25, 2000 M.F.
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TRANSIT ENHANCEMENTS

Bike and Pedestrian Plan



Citywide Transportation Infrastructure Phasing Study

- Why we need it
- What is the scope
- Coordination with development community
- Working with other agencies

Why We Need the Phasing Study

Pipeline Projects in Planning

Sunridge Specific Plan	8,700 DU
Preserve	2,700 DU
Rio Del Oro	11,600 DU
Westborough	5,000 DU
Suncreek	6,500 DU
Total	34,500 DU

Purpose of the Phasing Study

- **Maintain the viability of existing city roadways in and for the existing community**
- **Promote a logical approach to the phasing and implementation of the Transportation Capital Improvement Program (CIP), including elements of the Transit Master Plan and the Bicycle/Pedestrian Master Plan**

Purpose of the Phasing Study (cont.)

- **Ensure the timing and delivery of the required transportation improvements commensurate with increased demands on the transportation system as a result of new development**

Scope of Phasing Study

- **The Phasing Study has been completed for 10,000 DUs**
- **The Study will be expanded to include development envisioned in the General Plan**

TRANSPORTATION PHASING STUDY

Technical Analysis
presented by
Fehr and Peers

Current Needs:
North Sunrise



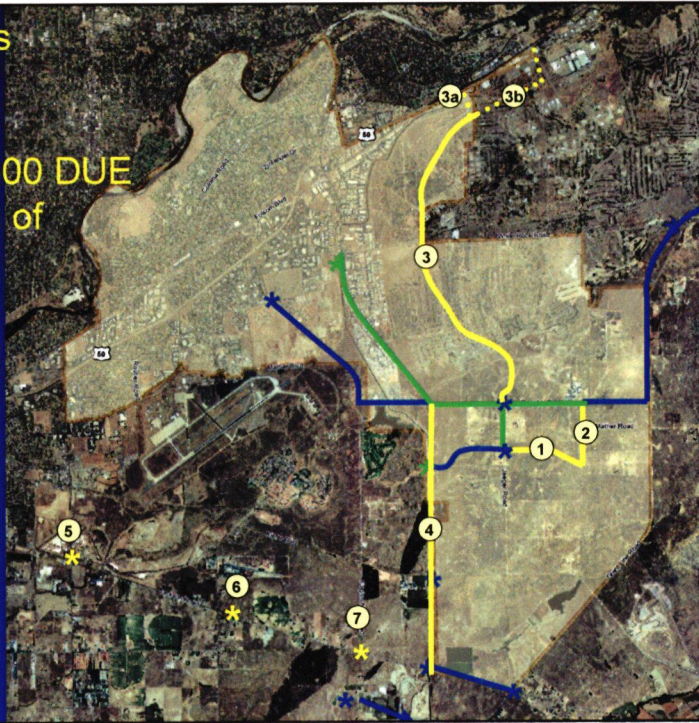
Improvements
Needed at
2,500 DUE



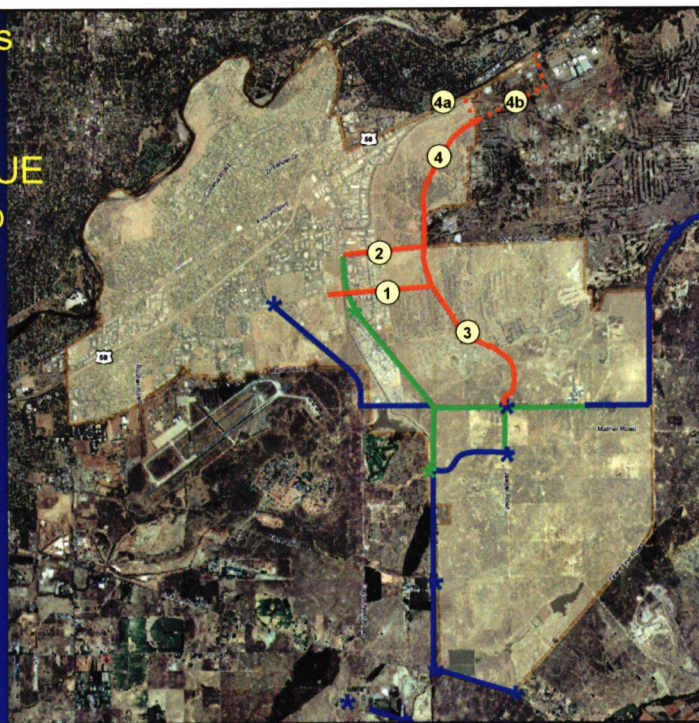
Improvements
Needed at
5,000 DUE



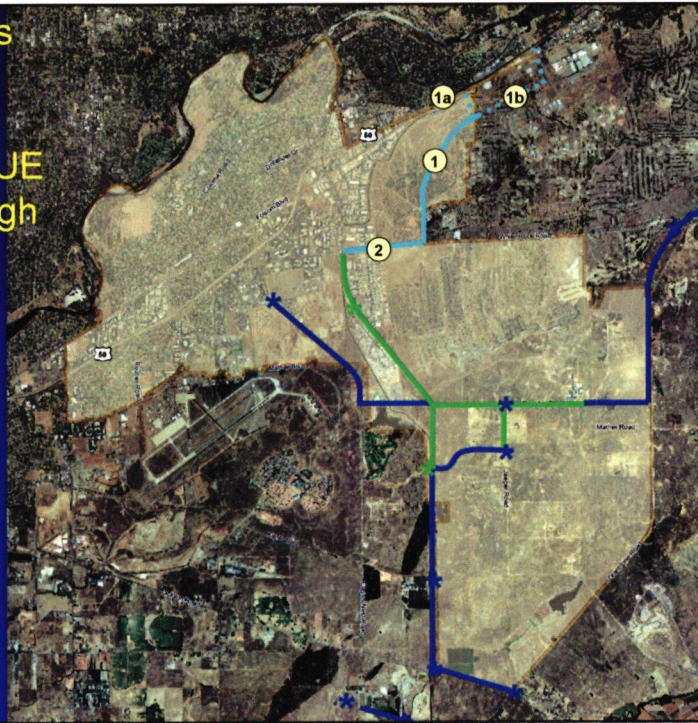
Improvements
Needed at
7,500 DUE
Additional 2,500 DUE
in Area South of
Douglas Rd.



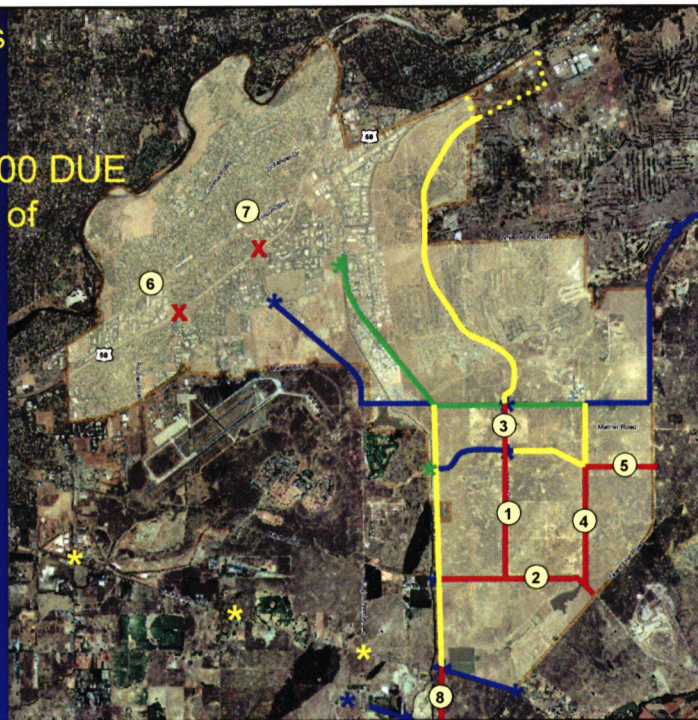
Improvements
Needed at
7,500 DUE
With 2,500 DUE
in Rio del Oro



Improvements
Needed at
7,500 DUE
With 2,500 DUE
in Westborough



Improvements
Needed at
10,000 DUE
Additional 5,000 DUE
in Area South of
Douglas Rd.



Phasing versus Sunridge Specific Plan Conditions



2,500 DUE Phasing Recommendations



2,000 Dwelling Unit Conditions

Phasing versus Sunridge Specific Plan Conditions

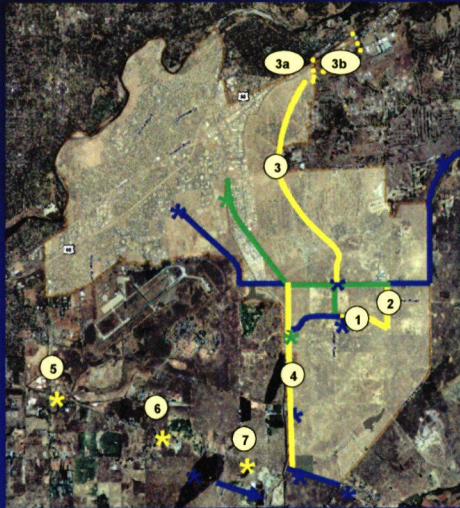


5,000 DUE Phasing Recommendations



3,025 Dwelling Unit Conditions

Phasing versus Sunridge Specific Plan Conditions

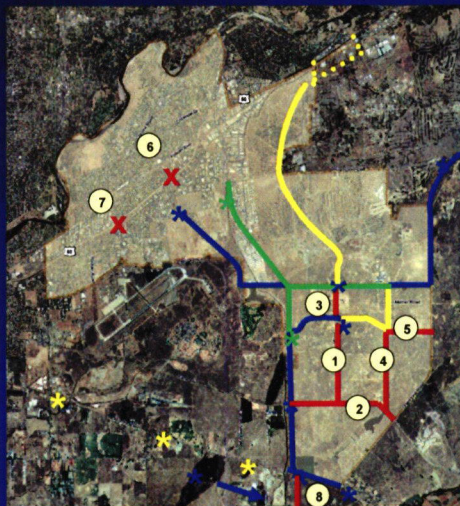


7,500 DUE Phasing Recommendations



6,500 Dwelling Unit Conditions

Phasing versus Sunridge Specific Plan Conditions



10,000 DUE Phasing Recommendations



Sunridge Build-out Conditions

Next Steps: Transportation Infrastructure Phasing Analysis

- **Complete Phasing Analysis up to General Plan Build Out**
- **Identify Facilities that Warrant Additional Detail Studies**
- **Identify Triggers for Special Treatments at Intersections**

Next Steps: Transportation Infrastructure Phasing Plan

- **Prioritize critical improvements**
- **Identify timeline for initiating long term projects based on required delivery of improvement**
- **Develop plan for pace, timing, and phasing of improvements commensurate with entitlements**

Issues Related to Timing of Development

- Pace, timing and phasing of transportation improvements
- Entitlement of projects outside of Sunridge Specific Plan and the cumulative effect on thresholds
- Specific proposal from Sunridge Owners for final maps up to 5,000 lots

Issues Related to Timing of Development

- Individual projects often provide key public infrastructure
- Logical sequence of roads is affected by the sequence of development projects
- Consolidated residential development can promote healthy economic development

Sunridge SP Road Thresholds

- **Sunridge SP requires specific roads at 2,000, 3,025 and 6,500 DU thresholds**
- **Current phasing study identifies roads identifies revised building thresholds: 2,500, 5,000, 7,500 and 10,000 DU's**

Adjustment of Sunridge Thresholds

- **Sunridge Specific Plan identifies specific required road improvements**
- **City can adjust the list of road improvements and the timing of projects**
- **Substantial changes to road projects will require amendment to the Sunridge COA's and additional CEQA review**

Staff Recommendations

- Staff recommends the City Council direct staff to:
- Explore options to amend the Sunridge SP Thresholds and Conditions of Approval
- Initiate Round Table discussion with affected developers based on policy directions of the Council

Roundtable Discussion Guidelines

- City requires assurance that needed road improvements will be constructed
- Timing of road improvements must prevent temporary traffic impacts
- The integrity of the SDCP/SRSP EIR must be maintained
- The City shall address a broad set of projects through the Phasing Study, rather than individual projects

Policy Objectives – Alternatives for Discussion

- No project has to wait 10 years prior to some level of construction
- or
- First project to clear all entitlements may proceed with development
- or
- Project that offers the most community benefits goes first

Role of City in Phasing Discussion

- City shall function as a regulator in determining the phasing of development
- or
- City shall serve as an observer and facilitator in determining phasing of development