

COUNTY OF SACRAMENTO DEPARTMENT OF TRANSPORTATION

North Vineyard Station Specific Plan Updated Transportation Mitigation Strategy And Amended Conditions of Approval

The North Vineyard Station Specific Plan (NVSSP) rezone conditions provide detailed requirements for roadway improvements. These include right of way dedication, requirements for frontage improvements and logical segments, and timing of when roadway improvements should be constructed based on residential development levels. Non-residential development projects (e.g. retail/commercial services, office, and industrial) are not subject to the timing conditions, but contribute to their mitigation obligations through payment of the NVSSP Fee Program Roadway Fee, the Sacramento County Transportation Development Fee Program/Transit Impact Fee (SCTDF/TIF), and construction of adjacent roadway improvements (e.g. frontage improvements and logical segments).

Required roadway improvements identified in the NVSSP Conditions of Approval are based on traffic mitigation measures identified in the Final Environmental Impact Report (FEIR) for the NVSSP and subsequent traffic analysis to determine timing. Implementation of a specific list of roadway improvements is “triggered” when a specified residential unit threshold is exceeded. The updated transportation mitigation strategy contained in this document is consistent with the previously identified mitigations in the Conditions of Approval of rezones within NVSSP, but adjusts some of the triggers to account for current traffic conditions and more recent projections. The updated strategy also allows flexibility in assigning responsibility for delivering roadway improvements.

The Sacramento County Department of Transportation (SacDOT) has committed to delivering several priority capital projects using SCTDF funds, NVSSP Fee Program Roadway and Frontage Lane Funds and other funding. These projects include widening segments of South Watt Avenue/Elk Grove-Florin Road from State Route 16 (SR-16) to Gerber Road to four lanes. Thus, triggers associated with these projects are satisfied by the County’s commitments. For other triggers, the updated strategy grants SACDOT flexibility to assign a development one or more improvements from the trigger list, upfront payment of the NVSSP Fee Program roadway fee, or a combination thereof.

A cash flow analysis has determined that under this updated mitigation strategy, adequate revenues will be generated by the NVSSP Fee Program to fund triggered improvements through 4,070 residential units. At the 4,071st residential unit trigger, NVSSP development will require \$9.2 million in improvements that are partially funded by the Florin Vineyard Community Plan (FVCP) and Vineyard Fee Programs. Development in the NVSSP could proceed beyond 4,070 residential units if a project proponent is willing to front the funds required to construct the triggered roadway improvements. However, the portion of the reimbursement due from other plan area fee programs would be subject to the reimbursement provisions of those programs and availability of funds. Additional details of the updated mitigation strategy are described below.

Traffic Analysis and Timing Adjustments

The 2007 Supplemental Conditions of Approval were based on the best available information at the time, including traffic volumes and forecasts. The subsequent recession and housing market slump not only rendered moot then-optimistic growth projections, but saw an immediate drop-off in traffic that took years to recover.

SACDOT has conducted an additional traffic analysis to evaluate the feasibility of modifying the trigger thresholds of several roadway improvements. A traffic forecast was made to ensure that these facilities will continue to operate acceptably (within the County's level of service policies) in the near term, potentially allowing the deferral of certain improvements. Based on the historical pace of growth, development up to 4,070 cumulative units (i.e. an increase of 2,270 units above the currently approved 1,800 units) was estimated to represent approximately 10 years of growth. Thus, it can be inferred that if Year 2030 traffic analysis for a roadway segment or intersection demonstrates acceptable operations, mitigation may be deferred until at least 4,070 units. This updated mitigation strategy proposes deferral of various roadway improvements, if supported by traffic analysis, until 4,070 units or the NVSSP fee program's ability to fund the improvement, whichever comes first.

To account for background traffic growth outside of the plan area, traffic forecasts were based on the 2019 Sacramento County Transportation Development Fee Program (SCTDF) nexus study. The forecasts assume residential buildout of the area by Year 2050. Year 2030 traffic volumes were estimated using linear interpolation from base year (2017) traffic counts.

The following criteria were used as the basis for analyzing eligibility for deferral of triggered roadway improvements:

- **Roadway Segments:** The Sacramento County General Plan requires that roadways within the Urban Services Boundary (USB) operate at level of service (LOS) "E" or better. Widening may be deferred on any roadway within the USB projected to operate at LOS E or better in Year 2030 (i.e. less than 18,000 vehicles per day on a two-lane roadway with moderate access control).
- **Intersections:** The Sacramento County General Plan requires that intersections within the USB operate at level of service (LOS) "E" or better. Intersection improvements may be deferred at any intersection projected to operate at LOS E or better in Year 2030 (i.e. average delay less than 80.0 seconds per vehicle).
- **Shoulder Widening:** The Sacramento County Transportation Analysis Guidelines were updated in 2015 to address rural roadway functionality. "Functionality" encompasses changes in operating characteristics of formerly-rural roadways due to urbanization. Some examples include increased interactions between varying modes of travel (e.g. pedestrians, bicyclists, farm equipment) and safety-related challenges of accommodating a greater number of vehicles on substandard roadways (e.g. narrow lanes and no shoulders). When development causes traffic volumes to increase above 6,000 average daily traffic (ADT), or adds at least 600 vehicles per day on a substandard roadway already above 6,000 ADT, the County now requires new development to improve roadways to current standards (i.e. 12' travel lanes with 6' shoulders). The Updated Transportation Mitigation Strategy endeavors to provide for shoulder widening before roadways exceed a threshold of 6,000 ADT. However, because the NVSSP FEIR and rezone conditions were developed before

the functionality policy took effect in 2015, deferring shoulder widening beyond this threshold would not be inconsistent with County policies in effect at the time the NVSSP FEIR was adopted. In two instances, DOT proposes to defer shoulder widening beyond 6,000 ADT, to ensure that sufficient funds are available in the fee program to provide reimbursements for these improvements. In both cases, the 6,000 ADT threshold is not greatly exceeded, and the improvement would be provided shortly thereafter. These two instances (Conditions #51 and #52) are described in greater detail in the following section.

Based on the above criteria, the following roadway improvements are recommended for deferral, as listed by the current trigger group.

1,800 Unit Trigger

- Condition #45 – Reconstruct & widen the at-grade RR Crossing on Florin Rd. at the CCTC RR Crossing based on a 108ft standard thoroughfare.
 - This segment currently carries 6,312 ADT and is projected to carry 14,800 ADT by Year 2030. This falls below the 18,000 ADT threshold, where level of service E would be exceeded. Segment widening, including widening at the rail crossing, is therefore not yet needed.
 - It is recommended to defer this improvement to **4,070 units**.
- Condition #46 – Install a new bridge on Florin Rd. at Elder Creek Crossing based in a 108ft thoroughfare.
 - This segment currently carries 6,312 ADT and is projected to carry 14,800 ADT by Year 2030. This falls below the 18,000 ADT threshold, where level of service E would be exceeded. Segment widening, including widening of the bridge, is therefore not yet needed.
 - It is recommended to defer this improvement to **4,070 units**.
- Condition #47 – Reconstruct & widen Florin Rd. to 4-lanes from east of Waterman Rd. to Bradshaw Rd. based on a 96ft thoroughfare.
 - This segment currently carries 6,317 ADT and is projected to carry 15,300 ADT by Year 2030. This falls below the 18,000 ADT threshold, where level of service E would be exceeded. Segment widening is therefore not yet needed.
 - It is recommended to defer this improvement to **4,070 units**.
- Condition #48 – Install shoulders on Florin Rd. from Vineyard Rd. to Excelsior Rd. to provide minimum pavement width.
 - This segment currently carries 3,835 ADT and is projected to carry 11,976 ADT by Year 2030. However, the shoulders can be funded at 2,200 units, at which point the segment is projected to carry only 5,270 ADT.
 - It is recommended to defer this improvement to **2,200 units**.
- Condition #49 – Install bridge/culvert improvements on Florin Rd. from Tributary No. 1 to Gerber Creek Crossing based on a 108' thoroughfare.
 - Per Condition #48, the projected ADT does not required shoulder widening or widening from 2 to 4 lanes at 1,800 units. Therefore, the bridge/culvert improvement can be deferred until such time that the roadway is being widened.
 - It is recommended to defer this improvement to **2,200 units**.
- Condition #50 – Install public street improvements for a 4-way intersection at Florin Rd. & Excelsior Rd.

- Condition #13 requires a signalized 4x2 intersection at this location. Sioukas Investments has submitted plans to provide a signalized intersection with the following configuration: On the northbound approach, a left turn lane and a shared through/right lane (protected left); on the southbound approach, a left turn lane and a shared through/right lane (protected left); on the eastbound approach, a left turn lane, a through lane, and a shared through/right lane (protected left); on the westbound approach, a left turn lane, a through lane, and a shared through/right lane (protected left). This configuration is projected to operate at LOS C (30.4 sec) in the AM peak hour and LOS C (22.6 sec) in the PM peak hour, in Year 2030.
- It is recommended to defer additional improvements at this location, beyond those required by Condition #13, to **4,070 units**.
- Condition #51 – Reconstruct & widen shoulders on Excelsior Rd from Gerber Rd. to Florin Rd. to provide minimum pavement width.
 - This segment currently carries 5,423 ADT and is projected to carry 8,412 ADT by Year 2030. However, the shoulders can be funded at 2,500 units, at which point the segment is projected to carry 6,345 ADT. The County’s 6,000 ADT threshold is only mandated for projects approved after 2015, and the projected ADT does not greatly exceed the current threshold.
 - It is recommended to defer this improvement to **2,500 units**.
- Condition #52 – Install shoulders on Excelsior Rd from Florin Rd. to Elder Creek Rd. to provide minimum pavement width.
 - This segment currently carries 4,203 ADT and is projected to carry 12,935 ADT by Year 2030. However, the shoulders can be funded at 2,500 units, at which point the segment is projected to carry 6,896 ADT. The County’s 6,000 ADT threshold is only mandated for projects approved after 2015, and the projected ADT does not greatly exceed the current threshold.
 - It is recommended to defer this improvement to **2,500 units**.

2,200 Unit Trigger

- Condition #56 – Install public street improvements for a 4-way intersection at Gerber Rd. and Excelsior Rd.
 - Condition #14 requires a signalized 4x2 intersection at this location. Lennar Homes has submitted plans to provide a signalized intersection with the following configuration: On the northbound approach, a shared through/left lane, a through lane, and a right turn lane (split phase); on the southbound approach, a shared through/left lane and a right turn lane (split phase); on the eastbound approach, a left turn lane and a shared through/right lane (protected left); on the westbound approach, a left turn lane and a shared through/right lane (protected left). This modified 4x2 configuration is projected to operate at LOS C (21.7 sec) in the AM peak hour and LOS B (17.0 sec) in the PM peak hour, in Year 2030.
 - It is recommended to defer additional improvements at this location, beyond those required by Condition #14, to **4,100 units**.

2,500 Unit Trigger

- Condition #60 – Install shoulders on Gerber Rd. from Vineyard Rd. to Excelsior Rd. to provide minimum pavement width.

- This segment currently carries 3,934 ADT and is projected to carry 5,200 ADT by Year 2030. This falls below the current 6,000 ADT threshold for shoulders.
- It is recommended to defer this improvement to **4,070 units**
- Condition #61 – Install bridge/culvert improvement on Gerber Rd. at Gerber Creek Crossing No. 1.
 - Per Condition #60, the projected ADT does not required shoulder widening or widening from 2 to 4 lanes at 2,500 units. Therefore, the bridge/culvert improvement can be deferred until such time that the roadway is being widened.
 - It is recommended to defer this improvement to **4,070 units**
- Condition #69 – Install shoulders on Excelsior Rd. from Calvine Rd. to Gerber Rd. to provide a minimum pavement width.
 - This segment currently carries 4,229 ADT and is projected to carry 5,500 ADT by Year 2030. This falls below the current 6,000 ADT threshold for shoulders.
 - It is recommended to defer this improvement to **4,070 units**

Cleanup of Condition of Approval #123

Condition of Approval #123 requires installation of a signal at Gerber Road and ‘2’ Street (Poinsettia Drive) based on a 3-way 4X2 intersection, prior to the extension of ‘2’ Street (Poinsettia Drive). The circulation plan was subsequently revised to provide stop-controlled, right-in/right-out (RIRO) access at ‘2’ Street (Poinsettia Drive) and Gerber Road. Instead, consistent with Florin-Vineyard Community Plan (FVCP) Condition of Approval #80, a signal will be installed at Gerber Road and Bar Du Lane based on a 4-way 4X2 intersection. FVCP will be responsible for constructing the southern half of the intersection, and NVSSP will be responsible for constructing the northern half of the intersection. The north leg of the Bar Du Lane intersection (‘A’ Drive/‘C’ Court) is planned to initially serve the Lynn Estates development as an unsignalized cul-de-sac. Eventually ‘C’ Court will be extended to connect with Poinsettia Drive at Golden Yarrow Way, providing left-in and left-out access for NVSSP at Gerber Road. At this time, a signal is anticipated to be needed. Because of the NVSSP circulation change and planned signalization of Bar Du Lane, construction of Condition of Approval #123 is infeasible as currently adopted. SacDOT proposes that Condition of Approval #123 be replaced with the following, to provide an equivalent or more effective mitigation: “Prior to the connection of Bar Du Lane to Golden Yarrow Way/Poinsettia Drive, install a signal at Gerber Road and Bar Du Lane based on a 4-way 4X2 intersection.”

Assigning Responsibility

The updated strategy grants SacDOT flexibility to assign a development one or more improvements from the trigger list, upfront payment of the NVSSP Fee Program roadway fee, or a combination thereof. Additional details of the strategy are described in the following sections.

Updated Transportation Mitigation Strategy Policy

Definitions

Director: The Director of the Department of Transportation or his/her designee

Fee Obligation: the amount of NVSSP Fee Program roadway fee that a development is required to pay in effect at time of building permit issuance.

Phasing Plan: the list of roadway improvements and their construction timing requirements (i.e. triggers) before further development can proceed

SacDOT: The Sacramento County Department of Transportation

Trigger: the number of units identified in the phasing plan, above which a list of one or more improvements is required

Timing Modifications

1. Although the mitigation measures in Appendix B of this document (Amended Conditions of Approval) are consistent with the prior improvement list, the timing has been revised for certain triggers based on DOT's additional traffic analysis described at the beginning of this document. The prior and revised trigger thresholds are provided below:

Condition		Prior Trigger Units	Revised Trigger Units
45	Reconstruct & widen the at-grade RR Crossing on Florin Rd. at the CCTC RR Crossing based on a 108ft standard thoroughfare	1,800	4,070
46	Install a new bridge on Florin Rd. at Elder Creek Crossing based in a 108ft thoroughfare	1,800	4,070
47	Reconstruct & widen Florin Rd. to 4-lanes from east of Waterman Rd. to Bradshaw Rd. based on a 96ft thoroughfare	1,800	4,070
48	Install shoulders on Florin Rd. from Vineyard Rd. to Excelsior Rd. to provide minimum pavement width	1,800	2,200
49	Install bridge/culvert improvements on Florin Rd. from Tributary No. 1 to Gerber Creek Crossing based on a 108' thoroughfare	1,800	2,200
50	Install public street improvements for a 4-way intersection at Florin Rd. & Excelsior Rd.	1,800	4,070
51	Reconstruct & widen shoulders on Excelsior Rd from Gerber Rd. to Florin Rd. to provide minimum pavement width	1,800	2,500
52	Install shoulders on Excelsior Rd from Florin Rd. to Elder Creek Rd. to provide minimum pavement width	1,800	2,500
56	Install public street improvements for a 4-way intersection at Gerber Rd. and Excelsior Rd.	2,200	4,100
60	Install shoulders on Gerber Rd. from Vineyard Rd. to Excelsior Rd. to provide minimum pavement width	2,500	4,070

61	Install bridge/culvert improvement on Gerber Rd. at Gerber Creek Crossing No. 1	2,500	4,070
69	Install shoulders on Excelsior Rd. from Calvine Rd. to Gerber Rd. to provide a minimum pavement width	2,500	4,070

County-Delivered Improvements

2. To address existing bottlenecks and meet regional mobility needs, the County is committed to delivering the following capital projects using funding from the SCTDF, FVCP Fee Program Roadway and Frontage Lane Fund, and other funding sources:
 - Widen South Watt Avenue/Elk Grove-Florin Road from 2 to 4 lanes from SR-16 to Gerber Road, including construction of ultimate intersections.

3. For the purpose of satisfying the trigger requirements described in Appendix B of this document, the following improvements shall be delivered by the County and considered satisfied:
 - Condition #57: On a "fair share" basis construct a 4-way 4x6 intersection and signal at Jackson Rd. & S. Watt Ave.
 - Condition #58: On a "fair share" basis construct a 4-way 4x6 intersection and signal at Gerber Rd. & Elk Grove-Florin Rd.
 - Condition #62: Modify the existing signalization at the intersection of Florin Rd. & Elk Grove-Florin Rd.
 - Condition #70: Reconstruct & widen S. Watt Ave. from Florin Rd. to Elder Creek Rd. based on a 96ft thoroughfare
 - Condition #71: On a "fair share" basis, widen Elk Grove-Florin Rd. from 2 to 4 lanes with median from Gerber Rd to Florin Rd based on a 96ft thoroughfare
 - Condition #72: Install a new bridge on Elk Grove-Florin Rd at the Elder Creek Crossing based on a 108ft thoroughfare
 - Condition #103: On a "fair share" basis, widen S. Watt Ave. from Elder Creek Rd. to Fruitridge Rd. based on a 96ft thoroughfare
 - Condition #104: On a "fair share" basis, widen S. Watt Ave. from Fruitridge Rd. to Jackson Rd. based on a 96ft thoroughfare

4. The Director may amend the list of roadway improvements in Section 3 above and Appendix B to reflect changed circumstances or progress (e.g., additional improvements delivered by the County or others).

Assigning Responsibility to Projects

5. The Director shall determine how the development will satisfy its obligation to mitigate transportation impacts generated by that development, including, but not limited to, one or both of the following:
 - a) Constructing one or more improvement(s), consistent with triggers stipulated in this Updated Transportation Mitigation Strategy (Appendix B).

b) Payment of NVSSP Fee Program roadway fees.

6. If one or more roadway improvement(s) are assigned to be constructed by a development under Section 5(a), the Director will endeavor to assign improvements based on then-current circumstances (see examples in Appendix A) including, but not limited to:
 - a) An amount proportionate to the level of development (i.e.; number of units). For example, if a development would construct 30 percent of the units covered by a trigger specified in Appendix B, the Director may elect to assign improvement(s) costing approximately 30 percent of the total cost of all improvements required for that trigger; or
 - b) The amount of the project's total NVSSP Fee Program roadway fee obligation. For example, if a development has a fee obligation of \$750,000, the Director may elect to assign improvement(s) with a cost closest to this fee obligation amount; or
 - c) The location of the improvement(s), relative to the development proposal.
7. Development projects that are assigned roadway improvements pursuant to Sections 5 and 6 may recover the costs to deliver and construct the improvements through the credit and/or reimbursement provisions available through the NVSSP Fee Program. The credit and reimbursement provisions for the NVSSP Fee Program are updated to ensure that the costs incurred to deliver the required triggered improvements for a specified trigger are compensated by the time all of the units included in the trigger are permitted via the provision of credits and/or timely reimbursements, through at least 4,070 residential units. Beyond 4,070 residential units, some improvements are subject to the credit and reimbursement provisions of other fee programs including, but not limited to, the FVCP Fee Program, Vineyard Fee Program, and SCTDF/TIF Program.
8. Roadway improvement(s) may be assigned to a development for which the construction requirements exceed the value of the project's fee obligation. For all improvements required through 4,070 units, sufficient funds are anticipated to be available from the NVSSP Fee Program roadway component to provide timely reimbursement for the construction requirements exceeding the project's fee obligation. Implementation of the assigned improvement(s) shall satisfy the project's trigger conditions.
9. If the value of roadway improvement(s) assigned to a development project under Sections 5 and 6 are less than the project's total fee obligation, the project will be expected to meet its full fee obligation upon issuance of all building permits through credits allowed based on the costs incurred to deliver and construct the assigned improvement(s), payment of fees, or both. Implementation of the assigned improvement(s) and full payment of the fee obligation shall satisfy the project's trigger conditions.
10. If the Director determines that the County or other party will be responsible for implementing some or all roadway improvements associated with a trigger (other than those identified as County-Delivered Improvements in Section 2 and 3), he or she may accept an upfront payment of the project's full fee obligation in lieu of implementing improvements assigned under Sections 5 and 6 at a specific time established pursuant to an agreement between the project proponent and the County, as further outlined in Sections

12 and 13. This in lieu payment shall satisfy the project's trigger conditions and be eligible for NVSSP roadway fee credits at the time of the building permit issuance. The Director may, at his or her sole discretion, accept this in lieu payment in phases (e.g., 50% at final map, 75% at first permit, 100% at 50% buildout). If allowed, the amount and timing of phased payments shall be specified in an agreement as outlined in Sections 12 and 13.

Future Trigger Modifications

11. The NVSSP contains provisions allowing the Board of Supervisors to amend triggers, after appropriate traffic studies and CEQA review. When future triggers beyond 4,070 units are reached that the NVSSP Fee Program does not have sufficient revenues to fund, the Director may do one of the following:
 - a) Identify sufficient funding through a combination of the NVSSP, FVCP, Vineyard, and/or SCTDF/TIF to construct the improvement. If SCTDF/TIF funding is used, the Director shall determine if the roadway improvement is consistent with the County's current SCTDF/TIF priorities. In this case, funding would be made available to the developer to construct the improvement, or the County would assume responsibility for delivering the improvement in accordance with Section 4.
 - b) Conduct a traffic analysis to determine if the roadway improvement is warranted at the current trigger, based on traffic operations and safety. The traffic analysis may also consider alternatives that provide equivalent or more effective mitigation, based on the intent of the condition and in compliance with CEQA, including design modifications if found to not adversely impact traffic operations or safety.
 - 1) If the improvement is not needed at the current trigger, the Director may recommend to the Board of Supervisors deferral of the improvement until such time that it is needed. The Board may accept, accept with conditions, or reject the Director's recommendation at its discretion.
 - 2) If the improvement is needed at the current trigger, the County may consider:
 - Prioritizing the improvement in the SCTDF/TIF and funding or constructing it as described in subsection a) of this section.
 - Deferring the trigger to a later number of units, accepting peak hour traffic congestion for some period of time until the improvement can be funded. This option would potentially reopen the environmental document, depending on the impact and its significance conclusion. This option would also require Board approval. The applicant would be required to fund any environmental analysis or technical studies.
 - Replacing the triggers with a dynamic implementation tool. This option would reopen the environmental document. This option would also require Board approval. The applicant would be required to fund any environmental analysis, technical studies, and development of the tool.
 - No action, i.e. the applicant would continue to be required to construct the triggered improvement, subject to the credit and reimbursement provisions of the applicable fee program.

Written Agreement

12. A written agreement between the County and project proponent shall be required to identify the specific roadway improvement(s) and/or in lieu payments assigned to the project. The improvements may change any time prior to execution of the agreement. The agreement shall be executed prior to recordation of a final small lot subdivision map for residential development. If construction is not initiated by the project proponent or the in-lieu payment is not made by the date specified in the agreement, the County, at its discretion, may require different improvements and/or update in-lieu payment amounts, based on changed circumstances or progress, changes to the transportation network, and/or the County's priority needs.
13. An agreement described in Section 12 shall include a schedule and related provisions for the delivery, construction, and completion of the assigned roadway improvement(s), and/or any in lieu payments, that ensure the timely implementation of the triggered improvements. The County acknowledges that delays in delivering and constructing improvement(s) may occur due to factors beyond the project proponent's or County's control (e.g., environmental issues, unforeseen property or construction issues, etc.) The County intends for provisions in the agreement to provide flexibility for the development to proceed, provided the Director is satisfied that improvements are diligently proceeding within industry standards.
14. The Director is authorized to execute a roadway implementation agreement or roadway funding agreement pursuant to sections 12 and 13. The Director shall administer the agreement on behalf of the County, and is authorized to execute amendments including, but not limited to, scope of construction obligations, timing of construction and payment obligations, and other amendments required to implement any policies, transportation mitigation strategies, or NVSSP Fee Program- or SCTDF/TIF Program-related documents approved by the County Board after the effective date of the agreement that fall within the purview of SacDOT.

Appeal Process

15. A project proponent may appeal a determination made by SacDOT staff concerning the application of this strategy to its project by submitting a written request for the Director's review. If the project proponent is dissatisfied with the Director's decision following such review, the project proponent may appeal the decision to the County Board of Supervisors by filing a notice of appeal with the Clerk of the Board within fifteen (15) days of the date of the Director's decision. The notice of appeal shall include payment of the applicable appeal fee and the following information: (a) a complete description of the factual basis for the appeal; (b) the legal basis for the appeal; (c) the remedy sought by the project proponent. The Clerk of the Board shall calendar a hearing on the appeal and notify the person filing the appeal of the date, time, and place of such hearing. During the hearing, the project proponent shall be afforded the opportunity to present oral and documentary evidence and offer testimony from any concerned parties as may be necessary for the Board to take action. The Board may affirm, reverse, or modify the decision of the Director. The action of the Board on any such appeal shall be final and conclusive.

Appendix A - Transportation Mitigation Strategy Examples

(All examples assume a fee of \$15,000 per dwelling unit for illustrative purposes.)

Example 1

The total cumulative permitted residential units is 1,800. Project A requests approval to construct 100 units and requests their mitigation obligations.

Step 1 – County staff reviews the conditions of approval in Appendix B. Because Project A will exceed the 1,800 unit cap, it is potentially responsible for implementing mitigations between 1,800 and 2,200 units.

Step 2 – County staff reviews the improvements required after 1,800 units are exceeded:

- Condition #53: Install bridge/culvert improvements on Excelsior Rd. at the tributary to the Elder Creek Crossing & widen for an upgraded 2 lane road.
 - Cost: \$184,702 (13%)
- Condition #54: Install shoulders on Excelsior Rd. from Elder Creek Rd. to Jackson Rd. to provide minimum pavement width.
 - Cost: \$866,438 (61%)
- Condition #55: Install shoulder improvements for a 3-way, widened intersection at Excelsior Rd. & Elder Creek Rd.
 - Cost: \$361,102 (26%)

Note that COA #45, 46, 47, 48, 49, 50, 51 and 52 have been deferred to later triggers.

Step 3 – The Director decides to assign approximately $100/(2200-1800) = 25\%$ of the value of improvements under that trigger to the project. The Director assigns improvement #55.

Step 4 – The project’s fee obligations are calculated (e.g.; $100 \text{ DUEs} \times \$15,000 = \$1,500,000$), which is greater than the cost of the improvement. In addition to delivering the improvement, the difference of $\$1,500,000 - \$361,102 = \$1,138,898$ is estimated to be due to the NVSSP fee program. These funds will reimburse other development that has been assigned improvements exceeding their fee obligation.

Step 5 – The project proponent and County then enter into an agreement that identifies the scope of required improvements, establishes the commencement date for construction and delivery, and terms regarding payment of the remaining fee obligation due.

Step 6 – The project proponent delivers improvements and pays the remaining fee obligation in accordance with the agreement. If the developer fails to comply with applicable timing and delivery requirements, the County has the right to assign different improvements or update the fee calculation in accordance with the provisions of the NVSSP Fee Program, based on changing circumstances or priorities.

Step 7 – At completion of construction, the developer and County “true up” to account for the actual project cost. If the construction cost is less, additional fees would be owed. If the construction cost is greater, fees would be returned, if not in excess of the fee program cost.

Example 2

The total cumulative permitted residential units is 2,100. Project B requests approval to construct 40 units and requests their mitigation obligations.

Step 1 – County staff reviews the conditions of approval in Appendix B. Because Project A will exceed the 1,800 unit cap, it is potentially responsible for implementing mitigations between 1,800 and 2,200 units.

Step 2 – County staff reviews the improvements required after 1,800 units are exceeded:

- #53: Install bridge/culvert improvements on Excelsior Rd. at the tributary to the Elder Creek Crossing & widen for an upgraded 2 lane road.
 - Cost: \$184,702 (13%)
- #54: Install shoulders on Excelsior Rd. from Elder Creek Rd. to Jackson Rd. to provide minimum pavement width.
 - Cost: \$866,438 (61%)
- #55: Install shoulder improvements for a 3-way, widened intersection at Excelsior Rd. & Elder Creek Rd.
 - Cost: \$361,102 (26%)

Note that COA #45, 46, 47, 48, 49, 50, 51 and 52 have been deferred to later triggers.

Step 3 – County staff determines that all improvements except #54 have already been assigned to other development. The Director therefore assigns improvement #54 to the project.

Step 4 – The project’s fee obligations are calculated (e.g.; 40 DUEs x \$15,000 = \$600,000), which is less than the cost of the improvement. The County determines that there are sufficient funds within the NVSSP Fee Program roadway component to provide timely reimbursement for the difference between the improvement cost and the project’s fee obligation. This difference (\$866,438 - \$600,000 = \$266,438) is estimated to be due from the NVSSP fee program.

Step 5 – The project proponent and County then enter into an agreement that identifies the scope of required improvements, establishes the commencement date for construction and delivery, and terms regarding credit/reimbursement for costs in excess of their fee obligation, in accordance with the provisions of the NVSSP Fee Program.

Step 6 – The project proponent delivers improvements in accordance with the agreement. If the developer fails to comply with applicable timing and delivery requirements, the County has the right to assign different improvements based on changing circumstances or priorities.

Step 7 – At completion of construction, the developer and County “true up” to account for the actual project cost. If the construction cost is less, additional fees would be owed. If the construction cost is greater, fees would be returned, if not in excess of the fee program cost.

Example 3

The total cumulative permitted residential units is 2,100. Project C requests approval to construct 5 units and requests their mitigation obligations.

Step 1 – County staff reviews the conditions of approval in Appendix B. Because Project A will exceed the 1,800 unit cap, it is potentially responsible for implementing mitigations between 1,800 and 2,200 units.

Step 2 – County staff reviews the improvements required after 1,800 units are exceeded:

- #53: Install bridge/culvert improvements on Excelsior Rd. at the tributary to the Elder Creek Crossing & widen for an upgraded 2 lane road.
 - Cost: \$184,702 (13%)
- #54: Install shoulders on Excelsior Rd. from Elder Creek Rd. to Jackson Rd. to provide minimum pavement width.
 - Cost: \$866,438 (61%)
- #55: Install shoulder improvements for a 3-way, widened intersection at Excelsior Rd. & Elder Creek Rd.
 - Cost: \$361,102 (26%)

Note that COA #45, 46, 47, 48, 49, 50, 51 and 52 have been deferred to later triggers.

Step 3 – County staff determines that it would not be practical for the small Project to be assigned a construction obligation. The Director therefore assigns an in lieu payment to the project.

Step 4 – The project's fee obligations are calculated (e.g.; 5 DUEs x \$15,000 = \$75,000), which is due to the NVSSP fee program at the time of building permit issuance.

Step 5 – The project proponent and County then enter into an agreement for terms regarding payment of the fee obligation.

Step 6 – The project proponent pays the fee obligation in accordance with the agreement. If the developer fails to comply with applicable timing requirements, the County has the right to assign different improvements or update the fee calculation in accordance with the provisions of the NVSSP Fee Program, based on changing circumstances or priorities.

Appendix B – Amended Conditions of Approval

This exhibit sets forth the detailed requirements for mitigating the traffic impacts associated with the development of planned land uses within the North Vineyard Station Specific Plan (NVSSP). This Appendix B supersedes the previous NVSSP Public Facilities Financing Plan (PFFP) Supplemental Conditions of Approval, dated August 21, 2007.

The numbering and definition of the conditions is consistent with the previous version of the document. However, Appendix B updates the timing for implementation of several mitigation measures, based on updated traffic analysis in Section 1 of this document. Moved triggers are shown in ~~strikethrough~~ where deleted and **bold** where relocated. Additionally, improvements are further subcategorized into:

- **County-Delivered Improvements:** Improvements for which the trigger has been satisfied, as described in Sections 2 and 3 of this document.
- **Developer Obligations (NVSSP):** Improvements partially or wholly funded in the NVSSP Fee Program. Through 4,070 residential units, these improvements are sufficiently funded in the NVSSP Fee Program to provide timely reimbursement by the time all of the units included in the trigger are permitted. Construction is not required for “fair share” conditions.
- **Developer Obligations (SCTDF/TIF):** Improvements not funded in the NVSSP fee program, but included in the SCTDF/TIF Program and subject to the credit/reimbursement provisions in that program. Construction is not required for “fair share” conditions.
- **Completed Improvements:** Improvements which have been constructed and deemed complete, as of August 2020.

Although this Updated Transportation Mitigation Strategy applies to projects past the 1,800 unit trigger, a **Priority Improvement** designation is shown for Conditions #14, 17, 20, 21, 24, 26, and 41. These conditions apply to previously approved development within the first 1,800 units, but have not yet been constructed. Based on feedback from the community, the County will endeavor to work with development to advance and/or identify additional funding sources to expedite the delivery of these high-priority projects.

These conditions are in addition to the standard conditions applied to individual parcels within the North Vineyard Station Specific Plan area.

Developer Obligations (NVSSP)

1. Dedicate rights-of-way and install public street improvements consistent with the requirements of the North Vineyard Station Specific Plan, the North Vineyard Station Specific Plan Public Facilities Financing Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.
2. The Board of Supervisors may approve final subdivision maps for additional residential building lots within NVSSP if it determines that said projects are expected to be completed prior to traffic being generated by said determined residential lots and that

development of more than the designated number of lots will not result in unacceptable traffic congestion or safety problems.

3. Any traffic studies required by the County in support of a determination shall be paid for by the final map applicant.
4. Prior to recordation of any final map creating buildable lots, acquire the off-site rights-of-way and the necessary environmental documentation required to construct the infrastructure improvements required for the final map. Sacramento County shall acquire any such right-of-way and environmental documentation not previously acquired by Developer providing that the Developer shall advance funding to the County for acquisition of such right-of-way and environmental documentation, if necessary. Such advancement may be eligible for credits and/or reimbursements if and when the mechanisms recommended in the NVSSP PFFP are implemented to include the funding of such land dedications and environmental documentation.
5. Concurrent with each development phase, construct full roadway improvements within the limits of said development phase along schools, parks, open space and existing residential developments.
6. Frontage lane improvements including the outside travel lane, curb, gutter and sidewalk, as identified in Figure A-1.2 and Section A-2 of the NVSSP PFFP shall be constructed by the first final map applicant for any residential or commercial development to front on any portion of the specific segment in question, to the satisfaction of the Department of Transportation. Frontage lane improvements at open space corridors and drainage parkways shall be constructed concurrent with the adjacent frontage lane improvements identified in Section A-2 of the NVSSP PFFP if said improvements 'span' said open space or drainage corridor. Otherwise, they shall be constructed at the time identified in Figure A-1.2 of the NVSSP PFFP. Should such requirement to construct frontage lane improvements necessitate the advancement of construction of the center section of the adjoining major roadway identified in figure A-1.2 for construction at a future date, such center section improvements shall be made as required by the frontage improvement requirement, except that the Board of Supervisors may elect to postpone said frontage improvements to be built concurrent with the center section improvements at the time identified for said center section improvements, if it determines that traffic generated by applicant's project will not result in unacceptable traffic congestion, safety problems, or the appearance of 'saw-tooth' frontage improvement construction. Any traffic studies required by the County in support of such determination shall be paid for by the final map applicant. Any credit and/or reimbursement applicable to the advancement of funding for the construction of center sections of major roads ahead of the timing identified in Figure A-1.2 shall be in compliance with the procedures outlined in the resulting mechanisms described in the NVSSP PFFP.

Prior to recordation of 602nd residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

7. Reconstruct and widen Gerber Road (2 lanes with median) from Elk Grove-Florin to Project Boundary based on a 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 4.2)
8. Reconstruct and widen Gerber Road (2 lanes with median) from project boundary to Waterman Road based on a 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 4.3)
9. Reconstruct and widen Gerber Road on the north side from Waterman Road to Gerber Creek Crossing #3 based on a 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 4.4)
10. Reconstruct and widen the at-grade Railroad crossing on Gerber Road at the CCTC RR crossing based on an 84-foot standard arterial. (R 4.11)
11. Install two box culverts with headwalls on Gerber Road at the Gerber Creek Crossing #4 near the CCTC Railroad tracks based an 84-foot standard arterial. (R 4.12)
12. Install a signal for a 3-way 4X2 intersection at Gerber Road and 5 Street (collector). If at the time of final map recordation FRWA's project is not complete, then the Developer shall execute an advanced funding agreement with the County and provide advanced funds for the installation of the signal. (R62)

Prior to recordation of 801st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

13. Reconstruct and widen the intersection of Florin Road and Excelsior Road to a 4-way 4X2 signalized intersection. (R 32.1)

Priority Improvement

14. Reconstruct and widen the intersection of Gerber Road and Excelsior Road to a 4-way 4X2 signalized intersection. (R37)

Developer Obligations (NVSSP)

15. Reconstruct and widen the intersection of Florin Road and Hedge Road to a 4-way 4X2 signalized intersection.
16. Execute an advanced funding agreement with the County and provide advanced funds for the costs associated with the construction of the landscaped median and south side center lane and shoulder (17 feet of pavement) on Gerber Road from Elk Grove-Florin Road to the Gerber Creek Crossing #3 including but not limited to design, right-of-way acquisition, and construction costs.

Prior to recordation of 901st residential building lot within the NVSSP Area:

Priority Improvement

17. Reconstruct and widen Gerber Road (2 lanes with median) from Gerber Creek Crossing #3 to Bradshaw Road based on a 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 4.4.2)

Developer Obligations (NVSSP)

18. Construct Waterman Road (2 lanes with median) from Gerber Road to the CCTC Railroad crossing based on a 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 7.3.1)
19. Install shoulders on Florin Road from Elk Grove-Florin Road to CCTC Railroad crossing to provide minimum pavement width. (R 3.2)

Priority Improvements

20. Install a 3-way 4X2 intersection with signal at Gerber Road and existing Passallis Lane ('1' Street). If at the time of final map recordation FRWA's project is not complete, then the Developer shall execute an advanced funding agreement with the County and provide advanced funds for the installation of the signal. (R60)
21. Install two box culverts with headwalls on Gerber Road at Gerber Creek Crossing #3 (just west of Bradshaw Road) based on an 84-foot standard arterial. (R 4.13)

Developer Obligations (NVSSP)

22. Install a 3-way 4X4 intersection with signal at Gerber Road and Waterman Road. If at the time of final map recordation FRWA's project is not complete, then the Developer shall execute an advanced funding agreement with the County and provide advanced funds for the installation of the signal.(R 34)
23. Install two box culverts with headwalls on Waterman Road at Gerber Creek Crossing based on an 84-foot standard arterial. (R 7.12)

Priority Improvement

24. Install a pedestrian signal and crossing on Waterman Road at Gerber Creek. (R 7.12.2)

Developer Obligations (NVSSP)

25. Construct Waterman Road (2 lanes with median) from CCTC Railroad crossing to Florin Road based on a 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement).(R 7.3.2)

Priority Improvement

26. Install a new at-grade railroad crossing on Waterman Road and the CCTC Railroad crossing based on an 84-foot standard arterial. (R 7.13)

Developer Obligations (NVSSP)

27. Install a 3-way 6X4 intersection with signal at Florin Road and Waterman Road. (R 29)

Prior to recordation of 1201st residential building lot within the NVSSP Area or when traffic volumes reach 90 percent capacity for a two-lane facility, or 16,200 daily vehicles:

Developer Obligations (NVSSP)

28. On a “fair share” basis satisfactory to the Department of Transportation, widen South Watt (4 lanes with median) from Jackson Road to Folsom Boulevard based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by regional Development Fees requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 1,200 building lots and will be eligible for reimbursement of any advanced funding necessary from the Regional Development Fee, if and when available. (R 6.7)

Prior to recordation of 1201st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

29. On a “fair share” basis satisfactory to the Department of Transportation, construct a 4-way 4X6 intersection and signal at South Watt Avenue and Elder Creek Road. In the event that this improvement indicated in Figure A-1.2 as 80% financed by Regional Development Fees requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 1,200 building lots and will be eligible for reimbursement of any advanced funding necessary from the regional Development Fee, if and when available. (R 25.1)
30. Install a 4-way signalized intersection including a turn lane at the intersection of South Watt Avenue and Elder Creek Road. (R 25.2)
31. Install a 12-foot median on Gerber Road from Elk Grove-Florin Road to Project boundary. (R 4.2)
32. Install a south side center lane on Gerber Road from Elk Grove-Florin to Project boundary. (R 4.2)
33. Install a 12-foot median on Gerber Road from project boundary to Waterman Road. (R 4.3)

34. Install a south side center lane on Gerber Road from project boundary to Waterman Road. (R 4.3)
35. Install a 12-foot median on Gerber Road from Waterman Road to Gerber Creek Crossing #3 (just west of Bradshaw Road). (R 4.4)
36. Install a south side center lane on Gerber Road from Waterman Road to Gerber Creek Crossing #3 (just west of Bradshaw Road). (R 4.4)

Prior to recordation of 1501st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

37. Install two box culverts with headwalls on Bradshaw Road at the Gerber Creek Crossing based on a 108' standard thoroughfare. (R 8.13)
38. Install bridge/culvert improvements on Bradshaw Road at Elder Creek Crossing based on a 108-foot standard thoroughfare. (R 8.14)
39. Install bridge/culvert improvements on Bradshaw Road from Tributary Road to Elder Creek Crossing based on a 108-foot standard thoroughfare. (R 8.16)
40. Install bridge/culvert improvements on Bradshaw Road at Morrison Creek Crossing based on a 108-foot standard thoroughfare. (R 8.15)

Priority Improvement

41. Reconstruct and widen existing 4-way 4X4 signalized intersection to 4X6 intersection including 450 feet of intersection leg improvements at Gerber Road and Bradshaw Road. (R 35)

Prior to recordation of 1501st residential building lot within the NVSSP Area or when traffic volumes reach 90 percent capacity for a two-lane facility, or 16,200 daily vehicles:

Developer Obligations (NVSSP)

42. On a fair share basis satisfactory to the Department of Transportation, widen Bradshaw Road from 2 to 4 lanes plus median from Florin Road to Elder Creek Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 1,200 building lots and will be eligible for reimbursement of any advanced funding necessary from the other funding sources, if and when available. (R 8.4)

43. On a fair share basis satisfactory to the Department of Transportation, widen Bradshaw Road from 2 to 4 lanes plus median from Elder Creek Road to south of Morrison Creek Crossing based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 1,200 building lots and will be eligible for reimbursement of any advanced funding necessary from the other funding sources, if and when available. (R 8.5)
44. On a fair share basis satisfactory to the Department of Transportation, widen Bradshaw Road from 2 to 4 lanes plus median from south of Morrison Creek Crossing to Jackson Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 1,200 building lots and will be eligible for reimbursement of any advanced funding necessary from the other funding sources, if and when available. (R 8.7)

Prior to recordation of 1801st residential building lot within the NVSSP Area:

- ~~45. Reconstruct and widen the at grade railroad crossing on Florin Road at the CCTC Railroad crossing based on a 108-foot standard thoroughfare. (R-3.11)~~
- ~~46. Install a new bridge on Florin Road at the Elder Creek crossing based on a 108-foot standard thoroughfare. (R-3.12)~~
- ~~47. Reconstruct and widen Florin Road to 4 lanes plus median from 1350 feet east of Waterman Road to Bradshaw Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). For purposes of this condition fully executed contract for construction of the improvement, all agreements and bonds required by such contract and the County of Sacramento have been delivered to the appropriate party designated by such contract, and the owner has delivered a "48 Hour Notice to Proceed" to the contractor pursuant to the terms of said contract. (R-3.42)~~
- ~~48. Install shoulders on Florin Road from Vineyard Road to Excelsior Road to provide minimum pavement width. (R-3.6)~~
- ~~49. Install bridge/culvert improvements on Florin Road from Tributary No. 1 to Gerber Creek Crossing based on a 108' standard thoroughfare. (R-3.13)~~

- ~~50. Install public street improvements for a 4-way intersection including 450 feet of intersection leg improvements at the intersection of Florin Road and Excelsior Road. (R 32.2)~~
- ~~51. Reconstruct and widen shoulders on Excelsior Road from Gerber Road to Florin Road to provide minimum pavement width. (R 11.3)~~
- ~~52. Install shoulders on Excelsior Road from Florin Road to Elder Creek Road to provide minimum pavement width. (R 11.4)~~

Developer Obligations (NVSSP)

- 53. Install bridge/culvert improvements on Excelsior Road at the tributary to the Elder Creek Crossing between Florin Road and Elder Creek Road and widen for an upgraded 2-lane road. (R 11.15)
- 54. Install shoulders on Excelsior Road from Elder Creek Road to Jackson Road to provide minimum pavement width. (R 11.5)
- 55. Install shoulder improvements for a 3-way, widened intersection at Excelsior Road and Elder Creek Road. (R 27)

Prior to recordation of 2201st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

- 48. Install shoulders on Florin Road from Vineyard Road to Excelsior Road to provide minimum pavement width. (R 3.6)**
- 49. Install bridge/culvert improvements on Florin Road from Tributary No. 1 to Gerber Creek Crossing based on a 108' standard thoroughfare. (R 3.13)**
- ~~56. Install public street improvements for a 4-way intersection including 450 feet of intersection leg improvements at the intersection of Gerber Road and Excelsior Road. (R 37)~~

County-Delivered Improvements

- 57. On a fair share basis satisfactory to the County Department of Transportation and as identified in Figure A-1.2 construct a 4-way 4X6 intersection and signal including 450 feet of intersection leg improvements at the intersection of Jackson Road and South Watt Avenue. In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 2,200 building lots and will be

eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the other funding sources if and when available. (R 21)

58. On a fair share basis satisfactory to the County Department of Transportation and as identified in Figure A-1.2 construct a 4-way 4X6 intersection including 450 feet of intersection leg improvements at Gerber Road and Elk Grove-Florin Road. In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 2,200 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the other funding sources if and when available. (R 33)

Prior to recordation of 2501st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

51. **Reconstruct and widen shoulders on Excelsior Road from Gerber Road to Florin Road to provide minimum pavement width. (R 11.3)**
52. **Install shoulders on Excelsior Road from Florin Road to Elder Creek Road to provide minimum pavement width. (R 11.4)**
59. Install shoulders on Florin Road from Bradshaw Road to Vineyard Road to provide minimum pavement width. (R 3.5)
- ~~60. Install shoulders on Gerber Road from Vineyard Road to Excelsior Road to provide minimum pavement width. Funding of this project has been identified to be 100% the responsibility of the Vineyard Springs Comprehensive Plan Financing Plan, any funding advanced by the NVSSP to assure timely construction of this project prior to recording more than 2,500 residential building lots within NVS will be eligible for reimbursement from the VSCP Financing Plan, if and when available. (R 4.6)~~
- ~~61. Install bridge/culvert improvements on Gerber Road at the Gerber Creek Crossing No. 1 just east of the Vineyard Road and widen for upgraded 2 lane road. (R 4.15)~~

County-Delivered Improvements

62. Modify the existing signalization at the intersection of Florin Road and the Elk Grove-Florin Road. (R28.1)

Developer Obligations (NVSSP)

63. Install the westbound right-turn lane on Florin Road at Elk Grove-Florin Road. (R 28.2)

64. Reconstruct and widen Bradshaw Road (4 lanes with median) from Calvine Road to Gerber Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 8.2)
65. Reconstruct and widen Bradshaw Road (4 lanes with median) from Gerber Road to Florin Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 8.3)
66. Install shoulders on Vineyard Road from Calvine Road to Gerber Road to provide minimum pavement width. (R 9.11)
67. Install shoulders on Calvine Road from 1300 feet east of Waterman Road to Vineyard Road and Bradshaw Road to provide a minimum pavement width. (R 5.3)
68. Install shoulders on Calvine Road from Bradshaw Road to Vineyard Road to provide a minimum pavement width. (R 5.4)
- ~~69. Install shoulders on Excelsior Road from Calvine Road to Gerber Road to provide a minimum pavement width. (R 11.2)~~

County-Delivered Improvements

70. Reconstruct and widen South Watt Avenue from Florin Road to Elder Creek Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 6.4)
71. On a fair share basis satisfactory to the County Department of Transportation widen Elk Grove-Florin Road from 2 to 4 lanes with median from Gerber Road to Elder Creek Florin Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 80% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 2,500 building lots and may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the funding sources identified in Figure A-1.2 when available. (R 6.3)
72. Install a new bridge on Elk Grove-Florin Road at the Elder Creek Crossing based on a 108-foot standard thoroughfare. (R 6.12)

Developer Obligations (NVSSP)

73. Install a pedestrian signal and crossing on Bradshaw Road at Gerber Creek. (R 8.13.2)

Prior to recordation of 2501st residential building lot within the NVSSP Area or when traffic volumes reach 90 percent capacity for a four-lane facility, or 32,400 daily vehicles:

Developer Obligations (NVSSP)

74. On a “fair share” basis satisfactory to the County Department of Transportation, widen Calvine Road from 4 to 6 lanes with median from French Short Road to Elk Grove-Florin Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 2,500 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (R 5.1)
75. On a “fair share” basis satisfactory to the County Department of Transportation, widen South Watt Avenue from 4 to 6 lanes with median from Jackson Road to Folsom Boulevard based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by Regional Development Fees requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 2,500 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the Regional Development Fee if ad when available.
76. On a “fair share” basis satisfactory to the County Department of Transportation, widen Elk Grove-Florin Road from 4 to 6 lanes with median from Calvine Road to Gerber Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 2,500 building lots and may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the funding sources identified in Figure A-1.2 when available. (R 6.2)

Prior to recordation of 3101st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

77. On a “fair share” basis satisfactory to the County Department of Transportation and as identified in Figure A-1.2 upgrade the signalized intersection of Bradshaw Road and Jackson Road to a 4-way 6X6 signalized intersection. In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP will work in partnership with the County Department

of Transportation to ensure completion of design ready for construction of said project prior to recording more than 3,100 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the other funding sources if and when available. (R 22)

Prior to recordation of 4070th residential building lot within the NVSSP Area or when traffic volumes reach 90 percent capacity for a two-lane facility, or 16,200 daily vehicles:

Developer Obligations (NVSSP)

78. On a “fair share” basis satisfactory to the County Department of Transportation, widen Gerber Road from 2 to 4 lanes plus median from Bradshaw Road to Vineyard Road (project boundary) based on 72-foot modified arterial (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by the VSCP Public Facilities Financing Plan Fee requires supplemental funding, the NVSSP will work in cooperation with the County Department of Transportation to ensure completion of design ready for construction of said project prior to recording more than 4,069 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the VSCP PFF Fee if and when available. (R 4.5)

Prior to recordation of 4070th residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

45. **Reconstruct and widen the at-grade railroad crossing on Florin Road at the CCTC Railroad crossing based on a 108-foot standard thoroughfare. (R 3.11)**
46. **Install a new bridge on Florin Road at the Elder Creek crossing based on a 108-foot standard thoroughfare. (R 3.12)**
47. **Reconstruct and widen Florin Road to 4-lanes plus median from 1350 feet east of Waterman Road to Bradshaw Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). For purposes of this condition fully executed contract for construction of the improvement, all agreements and bonds required by such contract and the County of Sacramento have been delivered to the appropriate party designated by such contract, and the owner has delivered a “48 Hour Notice to Proceed” to the contractor pursuant to the terms of said contract. (R 3.42)**
50. **Install public street improvements for a 4-way intersection including 450 feet of intersection leg improvements at the intersection of Florin Road and Excelsior Road. (R 32.2)**

60. **Install shoulders on Gerber Road from Vineyard Road to Excelsior Road to provide minimum pavement width. Funding of this project has been identified to be 100% the responsibility of the Vineyard Springs Comprehensive Plan Financing Plan, any funding advanced by the NVSSP to assure timely construction of this project prior to recording more than 2,500 residential building lots within NVS will be eligible for reimbursement from the VSCP Financing Plan, if and when available. (R 4.6)**
61. **Install bridge/culvert improvements on Gerber Road at the Gerber Creek Crossing No. 1 just east of the Vineyard Road and widen for upgraded 2-lane road. (R 4.15)**
69. **Install shoulders on Excelsior Road from Calvine Road to Gerber Road to provide a minimum pavement width. (R 11.2)**
79. On a “fair share” basis satisfactory to the County Department of Transportation as identified in Figure A-1.2 construct a 4-way 6X6 intersection including 450 feet of intersection leg improvements at the intersection of Florin Road and Bradshaw Road. In the event that this improvement indicated in Figure A-1.2 as 50% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of said project prior to recording more than 4,069 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the other funding sources identified, if and when available. (R 4.5)
80. Reconstruct and widen Florin Road from Bradshaw Road to 3,320 feet east of Bradshaw Road based on 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement) including a half section of public street improvements on the south side excluding median, outside lane and frontage improvements. (R 3.5)
81. Install two box culverts with headwalls on Gerber Road at Gerber Creek Crossing #2 (just east of Bradshaw Road) based on an 84-foot standard arterial. (R 4.14)
82. Construct Vineyard Road from Gerber Road (project boundary) to 2,640 feet north of Gerber Road based on a 66-foot standard collector including a center two-way turn lane and frontage improvements. (R 9.2.1)

Prior to recordation of 4071st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

83. Reconstruct and widen the intersection of Florin Road and Vineyard Road including public street improvements for a 3-way 6X2-plus intersection, signal and 450 feet of intersection leg improvements. (R 31)

84. Construct Vineyard Road from 2,640' north of Gerber Road to Florin Road (project boundary) based on a 66-foot standard collector including a center two-way turn lane and frontage improvements. (R 9.2.2)

Prior to recordation of 4101st residential building lot within the NVSSP Area or when traffic volumes reach 90% of capacity of a two-lane facility or 16,200 daily vehicles:

Developer Obligations (NVSSP)

85. On a “fair share” basis satisfactory to the County Department of Transportation and as identified in Figure A-1.2 widen Calvine Road from 2 to 4 lanes from 1300' east of Waterman Road to Bradshaw Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure a-1.2 as 100% financed by the Vineyard Springs Comprehensive Plan Public Facility Financing Fee requires supplemental funding, the NVSSP cooperate with the County Department of Transportation to ensure completion of design ready for construction prior to recording more that 4,100 building lots and will be eligible for reimbursement of any advanced funding necessary for development of a completed design form the Vineyard Springs Comprehensive Plan Public Facility Financing Fee if and when available. (R 5.3)
86. On a “fair share” basis satisfactory to the County Department of Transportation and as identified in Figure A-1.2 widen Calvine Road from Bradshaw Road to Vineyard Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by the Vineyard Springs Comprehensive Plan (VSCP) Public Facility Financing Fee (PFF) requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction prior to recording more that 4,100 building lots and will be eligible for reimbursement of any advanced funding necessary form the Vineyard Springs Comprehensive Plan Public Facility Financing Fee, if and when available. (R 5.4)

Prior to recordation of 4101st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

- 56. Install public street improvements for a 4-way intersection including 450 feet of intersection leg improvements at the intersection of Gerber Road and Excelsior Road. (R 37)**
87. Install bridge/culvert improvements on Calvine Road at the Laguna Creek Crossing west of Bradshaw Road based on a 108-foot standard thoroughfare. (R 5.12)

88. Reconstruct and widen the at-grade railroad crossing bridge/culvert improvements on Calvin Road at the CCTC railroad based on a 108-foot standard thoroughfare. (R 5.13)
89. Reconstruct and widen Calvin Road (4 lanes with median) from 1,300' east of Waterman Road to Bradshaw Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 5.3)
91. Reconstruct and widen the at-grade crossing on Calvin Road at the CCTC Railroad crossing based on a 108-foot standard thoroughfare. (R 5.13)
92. Install shoulders on Calvin Road from Vineyard Road to Excelsior Road to provide minimum pavement width. (R 5.5)

Prior to recordation of 4501st residential building lot within the NVSSP Area or extension of the Florin Road Trunk Sewer:

Developer Obligations (NVSSP)

93. Reconstruct and widen Florin Road (4 lanes with median) from CCTC railroad (project boundary) to Waterman Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 3.3)
94. Reconstruct and widen Florin Road (4 lanes with median) from Waterman Road to 1350 feet east of Waterman Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 3.4.1)

Prior to recordation of 4501st residential building lot within the NVSSP Area:

Developer Obligations (SCTDF/TIF)

95. Reconstruct and widen Florin Road west of South Watt from 2 to 4 lanes with median based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 3.1)

Developer Obligations (NVSSP)

97. Reconstruct and widen Florin Road from 3,320 feet east of Bradshaw Road to Vineyard Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement) including the public street improvements along the south side. (R 3.5)
100. Install bridge/culvert improvements on Calvin Road at Tributary No. 1 to Laguna Creek Crossing just west of Excelsior Road based on a 108-foot standard thoroughfare. (R 5.14)

Prior to recordation of 4501st residential building lot within the NVSSP Area or when traffic volumes reach 90% capacity for a two-lane facility or 16,200 daily vehicles

Developer Obligations (NVSSP)

102. Reconstruct and widen Florin Road (4 lanes with median) from Elk Grove-Florin Road to CCTC Railroad (project boundary) based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R3.2)

County-Delivered Improvements

103. On a “fair share” basis satisfactory to the County Department of Transportation widen South Watt Avenue from Elder Creek Road to Fruitridge Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 94% financed by Regional Development Fees requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 4,500 building lots and will be eligible for reimbursement of any advanced funding necessary from the Regional Development Fee, if and when available. (R 6.5)
104. On a “fair share” basis satisfactory to the County Department of Transportation widen South Watt Avenue from Fruitridge Road to Jackson Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 94% financed by Regional Development Fees requires supplemental funding, the NVSSP shall cooperate with the County department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 4,500 building lots and will be eligible for reimbursement of any advanced funding necessary from the Regional Development Fee, if and when available. (R 6.6)

Prior to recordation of 4990th residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

105. On a “fair share” basis satisfactory to the County Department of Transportation and as identified in Figure A-1.2 construct the intersection of Gerber Road and Vineyard Road and install public street improvements for a 4-way 4X2-plus intersection including 450-foot intersection leg improvements. In the event that this improvement indicated in figure A-1.2 as 100% financed by the VSCP PFF fee requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 4,989 building lots and will be eligible for reimbursement of any advanced funding necessary from the VSCP PFF fee, if and when available. (R 36)

Prior to recordation of 5701st residential building lot within the NVSSP Area:

Developer Obligations (NVSSP)

106. Install third through lane on north and south legs of the intersection of Florin Road at Elk Grove-Florin Road (no signal). (R 28.2)
107. Install shoulders on Elder Creek Road from South Watt Avenue to Bradshaw Road to provide minimum pavement width. (R 2.2)
108. Install east and west legs of the intersection of Elder Creek Road and Bradshaw Road (no signal). (R26)
109. Install third through lane on north and south legs of the intersection of Elder Creek Road at Bradshaw Road (no signal). (R 26)
110. Install shoulders on Elder Creek Road from Bradshaw Road to Excelsior Road to provide minimum pavement width. (R 2.3)

Developer Obligations (SCTDF/TIF)

111. Reconstruct and widen Calvine Road from 1300 feet east of Waterman Road to Vineyard Road from 4 lanes to 6 lanes including the outside lane and frontage improvements based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 5.3)

Developer Obligations (NVSSP)

112. Reconstruct and widen South Watt Avenue from Florin Road to Elder Creek Road from 4 lanes to 6 lanes including the outside lane and frontage improvements based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 6.4)
113. Reconstruct and widen South Watt Avenue from Elder Creek Road to Fruitridge Road from 4 lanes to 6 lanes including the outside lane and frontage improvements based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 6.5)
114. Reconstruct and widen South Watt Avenue from Fruitridge Road to Jackson Road from 4 lanes to 6 lanes including the outside lane and frontage improvements based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 6.6)
115. Reconstruct and widen Elk Grove-Florin Road from Gerber Road to Florin Road from 4 lanes to 6 lanes including the outside lane and frontage improvements based on a 96-foot

modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). (R 6.3)

116. Install an eastbound left-turn lane on Jackson Road at Bradshaw Road. (R 22)

117. On a “fair share” basis satisfactory to the County Department of Transportation construct a north and south bound standard 6x4 intersection at Jackson Road and Excelsior Road including 450-foot intersection leg improvements. In the event that this improvement indicated in Figure A-1.2 as 100% financed by the Sunridge Specific Plan area requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 5,700 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the Sunridge Specific Plan, if and when available. (R 23)

118. Install bridge/culvert improvements on Jackson Road at the Morrison Creek Crossing just east of Bradshaw Road based on a 108-foot standard thoroughfare. (R 1.11)

Prior to recordation of 5701st residential building lot within the NVSSP Area or when traffic volumes reach 90% capacity for a four-lane facility or 32,400 daily vehicles

Developer Obligations (NVSSP)

119. On a “fair share” basis satisfactory to the County Department of Transportation widen Bradshaw Road from Florin Road (project boundary) to Elder Creek Road from 4 lanes to 6 lanes including the outside lane and frontage improvements based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 100% financed by other funding sources requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 5,700 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from the other funding sources, if and when available. (R 8.4)

Prior to recordation of 5701st residential building lot within the NVSSP Area or when traffic volumes reach 90% capacity for a two-lane facility or 16,200 daily vehicles:

Developer Obligations (NVSSP)

120. On a “fair share” basis satisfactory to the County Department of Transportation widen Jackson Road from 2 to 4 lanes from South Watt Avenue to Bradshaw Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 76% financed by Regional Development fees requires supplemental

funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 5,700 building lots and will be eligible for reimbursement of any advanced funding necessary for delivery of a completed design, if and when available. (R1.2)

121. On a “fair share” basis satisfactory to the County Department of Transportation widen Jackson Road from 2 to 4 lanes from Bradshaw Road to Excelsior Road based on a 96-foot modified thoroughfare (the 6-foot meandering sidewalk shall be installed in an adjacent pedestrian/landscape easement). In the event that this improvement indicated in Figure A-1.2 as 76% financed by Regional Development fees (South Watt Avenue to Excelsior Road) and an additional 24% financed by the Sunridge Specific Plan (Bradshaw Road to Excelsior Road) requires supplemental funding, the NVSSP shall cooperate with the County Department of Transportation to ensure completion of a design ready for construction of said project prior to recording more than 5,700 building lots and will be eligible for reimbursement of any advanced funding necessary from the identified funding sources, if and when available. (R 1.3)

Prior to extension of ‘1’ Street

Developer Obligations (NVSSP)

122. Install a signal at Waterman Road and ‘1’ Street (collector) based on a 4-way 3-way 4X2 intersection. (R 55)

~~**Prior to extension of ‘2’ Street**~~

Prior to the connection of Bar Du Lane to Golden Yarrow Way/Poinsettia Drive

Developer Obligations (NVSSP)

- ~~123. Install a signal at Gerber Road and ‘2’ Street (collector) based on a 3-way 4X2 intersection. If at the time of final map recordation FRWA’s project is not complete, then the developer shall advance funding for the installation of the signal. (R-61)~~

- 123. Install a signal at Gerber Road and Bar Du Lane based on a 4-way 4X2 intersection.**

Prior to extension of ‘4’ Street

Developer Obligations (NVSSP)

124. Install a signal at Waterman Road and ‘4’ Street (collector) based on a 4-way 4X2 intersection. (R 53)

Prior to extension of ‘6’ Street

Developer Obligations (NVSSP)

125. Install a signal at Waterman Road and '6' Street (collector) based on a 3-way 4X2 intersection. (R 54)

Prior to extension of '8' Street

Developer Obligations (NVSSP)

126. Install intersection and signal improvements at Florin Road and '8' Street (collector) based on a 3-way 6X2 intersection. (R 50)

Prior to extension of '9' Street

Developer Obligations (NVSSP)

127. Install a signal at Bradshaw Road and '9' Street (collector) based a 4-way 6X2 intersection. (R 57)

128. Install intersection and signal improvements at Florin Road and '9' Street (collector) based on a 3-way 2X2 intersection. (R 52)

Prior to extension of '10' Street

Developer Obligations (NVSSP)

129. Install a signal at Bradshaw Road and 10 Street (collector) based on a 4-way 6X2 intersection. (R 56)

Prior to extension of '11' Street

Developer Obligations (NVSSP)

130. Install a signal at Bradshaw Road and '11' Street (collector) based on a 4-way 6X2 intersection. (R 58)

Prior to extension of '12' Street

Developer Obligations (NVSSP)

131. Install intersection and signal improvements at Florin Road and '12' Street (collector) based on a 3-way 2X2 intersection. (R 51)

Prior to extension of '15' Street

Developer Obligations (NVSSP)

132. Install intersection and signal improvements at Vineyard Road and '15' Street (collector) based on a 3-way 2X2 intersection. (R 66)

Additional condition pertaining to North Vineyard Station Specific Plan Area

Developer Obligations (NVSSP)

133. Annex the subject properties to the County of Sacramento, Community Facilities District 2004-2 to support the maintenance of the landscaped areas/medians. The annexation process takes approximately 6-months to complete. Contact Steve Hong 874-5368, Infrastructure Finance Section, and Municipal Services Agency to initiate the annexation process. Final map recordation will not be approved until the annexation is complete.