Clerk of the Board
Florence H. Evans

County Executive
David Villanueva

County of Sacramento

MEMORANDUM

Date: June 17, 2025

To: Todd Smith, Planning Director
Division of Planning and Environmental Review

From: Florence Evans, Clerk of the Board

Subject: PLNP2008-00240 West Jackson Highway Master Plan
(Item No. 2; June 11, 2025)

The Board of Supervisors, meeting in regular session on Wednesday, June 11, 2025, voted (5;0) to Adopt Resolution No. 2025-0399 certifying the Final Environmental Impact Report as adequate and complete, adopting the California Environmental Quality Act Findings of Fact and Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program; Resolution Nos. 2025-0400 amending the General Plan; Resolution No. 2025-0401 amending the Cordova Community Plan; and Resolution No. 2025-0402 amending the Vineyard Community Plan. The Board of Supervisors approved the amendment to the Sacramento County Zoning Code by Ordinance No. SZC-2025-0003 adopting the West Jackson Highway Master Plan, including a Master Plan land use diagram, subject to the findings and conditions listed in Attachment 2 and adopted Sacramento County Zoning Code Ordinance No. SZC-2025-0004 authorizing the Rezone of several applicant controlled properties from their existing zones to zones compatible with the proposed Master Plan. The Board adopted the Public Facilities Financing Plan, Urban Services Plan, Affordable Housing Strategies, Zone 40 Water Supply Master Plan Amendment and the Water Supply Assessments. The project required an override of the Mather Airport Land Use Compatibility Plan to allow residential uses within the 60-65 dB noise contours for Mather Airport and was approved unanimously.

cc: File
Applicant
Troy Givans, Director, Community Development
Todd Smith, Planner Director, Division of Planning and Environmental Review
Kimber Gutierrez, Principal Planner, Division of Planning and Environmental Review
June Powells-Mays, Supervising Deputy Counsel, Office of County Counsel

FE:dlb

APPROVED
BOARD OF SUPERVISORS
Reso Nos. 2025-0399 through 2025-0402
JUN 11 2025
BY Florence Evans
Clerk of the Board

APPROVED
BY ORDINANCE Ord. No. SZC-2025-0003 &
BOARD OF SUPERIVISORS Ord. No SZC-2025-0004
JUN 11 2025
BY Florence Evans
CLERK OF THE BOARD

COUNTY OF SACRAMENTO
CALIFORNIA

2

For the Agenda of:
June 11, 2025
2:00 pm

To: Board of Supervisors

Through: David Villanueva, County Executive

Dave Defanti, Deputy County Executive,
Community Services

From: Todd Smith, Planning Director
Planning and Environmental Review
Community Development Department

Subject: PLNP2008-00240. West Jackson Highway Master Plan. A Request For General Plan Amendments, Community Plan Amendments, A Master Plan, Two Affordable Housing Strategies, A Public Facilities Financing Plan, An Urban Services Plan, A Water Supply Master Plan Amendment, And Two Water Supply Assessments Related To 5,913 Acres In The Vineyard And Cordova Communities. Applicants: Teichert Land Company and Granite Construction Company. APNs: 062-0030-004 through 030, 062-0041-003 through 027, 062-0042-018 through 028, 063-0012-025, 063-0013-002 through 023, 063-0030-005 through 018, 063-0040-029 through 061, 063-0051-008 through 023, 063-0052-001 through 033, 063-0060-011 through 051, 063-0070-004 through 028, 063-0080-001 through 027, 063-0090-013 through 014, 063-0100-018 through 028, 063-0110-010 through 013, 063-0130-006 through 023, 063-0150-002 through 034, 063-0170-003 through 019, 063-0180-009 through 029, 063-0190-039, 063-0200-001 through 012, 063-0260-015, 066-0030-004 through 020, 066-0050-011 through 015, 066-0060-001 through 014, 067-0150-024 through 057, 067-0160-011 through 098. Environmental Document: Environmental Impact Report.

District: Hume

RECOMMENDED ACTION

1. Adopt a Resolution (RES 1) certifying the Final Environmental Impact Report (EIR) (Attachment 29) as adequate and complete, adopting the California Environmental Quality Act (CEQA) Findings of Fact and Statement of Overriding Considerations (Attachment 31), and adopting the Mitigation Monitoring and Reporting Program (MMRP) (Attachment 32).
2. Approve a Resolution (RES 2) amending the General Plan.
3. Approve a Resolution (RES 3) amending the Cordova Community Plan.
4. Approve a Resolution (RES 4) amending the Vineyard Community Plan.
5. Adopt the Zoning Ordinance Amendment to the Sacramento County Zoning Code for the adoption of the West Jackson Highway Master Plan (ORD 1), including a Master Plan land use diagram (Attachment 14), subject to the findings and conditions (Attachment 2).
6. Adopt an Ordinance (ORD 2) authorizing the rezone of several applicant controlled properties from their existing zones to zones compatible with the proposed Master Plan.
7. Adopt the Public Facilities Financing Plan (Attachment 4).
8. Adopt the Urban Services Plan (Attachment 5).
9. Adopt the Affordable Housing Strategies (Attachments 6 and 7).
10. Adopt the Zone 40 Water Supply Master Plan Amendment (Attachment 10).
11. Approve the Water Supply Assessments (Attachments 11 and 12).

Note: The project will require an override of the Mather Airport Land Use Compatibility Plan to allow residential uses within the 60-65 dB noise contours for Mather Airport. Approval of this project will require a 2/3 vote by the Board of Supervisors.

BACKGROUND

Project Setting

The plan area consists of 484 parcels totaling approximately 5,913 acres bounded generally by Jackson Highway (State Highway 16), Kiefer Boulevard, and Goethe Road to the north; portions of Elder Creek Road and Florin Road to the south; the City of Sacramento to the west; and Excelsior Road to the east (Attachment 1). The plan area is within the Urban Services Boundary (USB), but the majority (5,856 acres) is outside of the Urban Policy Area (UPA). The two applicants, Stonebridge Properties and Granite Construction Company, control approximately 4,079 acres comprising 69 percent of the plan area. Properties controlled by the applicants include primarily aggregate mining sites, many of which have been closed and reclaimed. However, some sites continue to support mining related activities. Portions of the plan area

not controlled by the applicants contain a variety of uses including rural residential parcels, agriculture, institutional and religious uses, and various industrial businesses.

Regulatory Context

On February 15, 2006, the Board of Supervisors (Board) directed staff to study potential expansion of the County's UPA as part of the County of Sacramento's (County) General Plan update process. At the time, the Jackson Highway Corridor was identified as a key, near-term (pre-2030) opportunity to accommodate new growth consistent with the County's goals and objectives, the Sacramento Area Council of Government's (SACOG) Blueprint Vision, and the South Sacramento Habitat Conservation Plan (SSHCP). On November 9, 2011, the Board adopted the *Sacramento County 2030 General Plan* (General Plan). The General Plan included a new policy framework for acceptance and approval of private applications to expand the UPA. Since that time, the County has adopted several master and specific plans within the Jackson Corridor area including the *Mather South Community Master Plan* in January 2020, the *Newbridge Specific Plan* in October 2020, and the *Jackson Township Specific Plan* in December 2022.

Project History

The *West Jackson Highway Master Plan* (WJHMP or Master Plan) application is being processed consistent with the County's adopted *Master Plan Procedures and Preparation Guidelines* (Guidelines). The Guidelines break the process into four phases. To date, the WJHMP has completed the first three phases of this process, as summarized below.

Pre-application Phase

The applicants began coordination with County staff in 2008 prior to the submittal of a formal application. County staff conducted a series of technical coordination meetings with internal departments and external agencies before the Board held a public pre-application workshop to discuss the proposed project on December 16, 2009.

Master Plan Initiation Phase

Following the 2009 Board workshop, the applicants, County staff, and external agencies continued to coordinate on the project until the County's General Plan update process was completed in November 2011. On April 17, 2012, the Board found the application consistent with General Plan Policy Land Use (LU)-119 and adopted Resolution No. 2012-0270 authorizing initiation of the master plan process. In 2013, four joint workshops with the Vineyard and Cordova Community Planning Advisory Councils (CPACs) were hosted at the UC Cooperative Extension Auditorium at Branch Center.

Master Plan Preparation Phase

On June 27, 2013, the applicants submitted a formal application for the WJHMP. On September 10, 2013, the County published a Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR). A public scoping meeting was held on October 3, 2013, to receive comments on the scope of the EIR. However, as technical studies were prepared, and project alternatives were identified the project changed significantly enough that it was necessary to issue a revised NOP. The final NOP was published on April 26, 2017. The public comment period for the revised NOP closed on May 26, 2017. Comments received on the NOP are summarized in the DEIR.

Over the course of the last decade the applicants and County have worked closely on preparation of the WJHMP and supporting documents. Concurrently, technical studies were prepared to support the Master Plan and preparation of the DEIR. The DEIR was published on the County's website and distributed to the State Clearinghouse on July 25, 2024. A Notice of Availability was distributed to interested parties and surrounding property owners. The content of the DEIR is discussed in greater detail in the Environmental Review section of this report.

Hearing and Adoption Phase

With completion of the prior phases, the project is now in the hearing and adoption phase. The project was considered by the Planning Commission on March 24, 2025. The Planning Commission hearing is discussed further in the Outreach section of this report. The Board is the final authority.

Project Description

The WJHMP (Attachment 3) is a comprehensive planning document that guides development within the plan area by establishing a land use plan, policies for development, and supplemental design guidelines. The primary purpose of the Master Plan is to transition the plan area from the existing patchwork of mining, industrial, and rural residential properties into a developed community with urban services. The Master Plan includes fifteen Guiding Goals that informed the preparation of the proposed land use plan and policy document.

Land Use and Design

The plan area is divided into five sub-areas consisting of two districts and three future planning areas (FPAs). The districts are defined by majority owner between the two applicants with their primary purpose being ease of identification for certain portions of the plan area during future project implementation. District 1 consists of 3,487 acres primarily controlled by Stonebridge Properties. District 2 consists of 1,203 acres primarily controlled by Granite Construction. The FPAs primarily consist of properties not controlled by either of the project applicants.

Transportation

The WJHMP circulation network is a system of roadways, off-street trails, and public transit routes designed to promote efficient movement of people and goods within the plan area and broader region while minimizing vehicle miles traveled (VMT) (Attachment 15).

Roadways within the Master Plan circulation network are designed to be generally consistent with County Improvement Standards and facilitate multimodal transportation through walking, biking and transit facilities. Because the plan area contains existing development, many of the thoroughfare and arterial roads that constitute the backbone of the circulation network already exist. As the plan area develops these roads will require widening and improvements as detailed in the Master Plan. In addition to existing roads, a new extension of Vineyard Road is proposed from Florin Road in the south to Kiefer Boulevard in the north and a new east-west multimodal corridor called Rock Creek Parkway is proposed south of Jackson Highway from South Watt Avenue in the west to Bradshaw Road in the east. Other roadways would include two lane collector roads and minor residential streets, which would be sited with future development applications.

The Master Plan includes both on and off-street bicycle and pedestrian facilities throughout the plan area (Attachment 16). The off-street network consists of a series of paved 12-foot regional trails and 10-foot conventional trails designed to connect to on-street bike lanes and sidewalks. Regional trails would be two-way trails within open space corridors that would connect to other existing and planned trail networks throughout the Jackson Corridor. Conventional trails would be proximate to roadways to provide access to primary destinations such as schools, parks, and employment centers.

Public transit services within the plan area would be provided by the Sacramento Regional Transit District (SacRT) (Attachment 17). Initially, transit service would be provided by a combination of transit shuttles, local bus service, and bus rapid transit, with routes focused on major thoroughfares and arterial roads. As the plan area develops, additional local bus and bus rapid transit routes could be added to serve the increasing needs of residents.

The Sacramento County Department of Transportation has developed a comprehensive Jackson Corridor Transportation Mitigation Strategy (JCTMS) for the four master plans in the Jackson Corridor. The Board approved the mitigation strategy on July 23, 2019. On March 9, 2021, the Board approved an amendment to the JCTMS to specify that Jackson Corridor transportation projects are high priority projects and when triggered by the Dynamic Implementation Tool the County will work diligently on implementing those projects, including seeking outside funding sources (including Regional Transportation Improvement Program funds) if necessary (Attachment 2, Exhibit A). The West Jackson Highway Master Plan is required to participate in implementing the JCTMS. The Department of Transportation also provided

advisory conditions of approval regarding dedication of right of way and public utilities and facilities easements with future subdivision maps (Attachment 2, Exhibit B).

Parks, Recreation, and Open Space

The WJHMP proposes a network of community parks, neighborhood parks, and open space areas to provide recreational opportunities throughout the plan area (Attachment 19). The plan area is divided between two recreation and park districts; Cordova Recreation and Park District (CRPD), which serves the northern portion of the plan area, and Southgate Recreation and Park District (SRPD), which serves the southern portion of the plan area.

Consistent with the Quimby Act (California Government Code § 66477), Sacramento County Code § 22.40.020 requires subdividers of a property to dedicate land for park or recreation purposes, pay fees in lieu thereof, or provide a combination of dedication and in-lieu fees. Dedication factors are based on the type and number of dwelling units proposed and differ for each Recreation and Park District. With the current requirements in effect, the project is required to provide 91.6 acres of active parkland to CRPD and 119.2 acres to SRPD, for a total of 210.7 acres. The land use plan proposes 94.7 acres of active parkland within the CRPD service area and 119.2 acres within the SRPD service area, for a total of 221.5 acres. Final parkland dedication or in-lieu fee requirements will be determined as individual subdivisions are proposed. Ultimate obligations will be based on the Quimby and County Code requirements in place at the time Tentative Subdivision Maps are processed.

In addition to the active parkland, the WJHMP proposes 1,882 acres of open space and urban farms (Attachment 20). Open space is sited to preserve natural features of the plan area such as Morrison and Elder Creeks and existing habitat preserves. Open space corridors are designed to include passive recreational opportunities, trails, and drainage facilities. Urban Farms would allow development pursuant to the County's Urban Agriculture Ordinance, which allows for crop cultivation as well as limited animal keeping and agricultural processing facilities.

Schools

The Master Plan proposes six elementary schools, one middle school, and one high school to serve the anticipated student population. The land use plan designates four sites for elementary schools, each approximately 10 acres in size, and one 70-acre joint high school and middle school site (Attachment 21). In addition, two elementary schools would be located within the FPAs where specific sites would be determined with future development applications.

Drainage and Flood Control

The WJHMP storm drainage system is designed to collect on-site storm water and convey it to naturalistic, engineered channels or detention basins prior to being discharged to the two natural drainage sheds, Morrison and Elder Creek (Attachment 18). Drainage facilities are designed and located to account for existing and planned topography and consist of a series of pipelines, drainage channels, levees, and both pumped and gravity detention basins. Detention basins and pumped watersheds would be located within open space corridors throughout the plan area.

The project includes flood control infrastructure such as levees and pump stations to provide the urban level of protection (ULOP) required by Senate Bill 5 (2007), the General Plan Safety Element, and the Floodplain Management Ordinance. The project includes a Drainage and Flood Control Master Plan that details the flood control infrastructure necessary to achieve protection from a 200-year storm event plus additional resilience from future extreme precipitation events due to climate change. Subsequent development projects will be required to provide more detailed studies that demonstrate compliance with the Drainage Master Plan.

Water Supply

The plan area is divided between the service areas of the California American Water Company (CalAm) and the Sacramento County Water Agency (SCWA). CalAm currently has two subsystems serving the plan area that consist of a network of distribution lines and 10 groundwater wells. To serve the anticipated increase in demand with growth in Rosemont and build-out of the WJHMP CalAm would phase in purchased surface water from the City of Sacramento between 2009 and 2025 and increase well supply by restoring two existing wells and developing new wells in the future. To meet the increased demand within their service area SCWA proposes the extension of a new 36-inch transmission main from the existing Vineyard Surface Water Treatment Plant. Additional mains would extend throughout the plan area.

Sewer

A portion of the plan area is located within the boundaries of the Sacramento Area Sewer District (SacSewer) service area, the remaining portion is located within SacSewer's sphere of influence. The project is conditioned to annex the portion within the sphere of influence into SacSewer's District. Planned sewer infrastructure includes trunks, lateral collector pipelines, and lift/pump stations (Attachment 22). Sewage flows will be conveyed to the existing Sacramento Regional Wastewater Treatment Plant. Due to the varying terrain in the plan area, both pumped and gravity sewer systems will be needed. Interim sewer facilities may be necessary as the plan area is developed and would be determined as build-out occurs.

Fire and Emergency Services

The plan area is entirely within the Sacramento Metropolitan Fire District (SMFD) service area. SMFD has identified the need for three additional fire stations within the plan area. Locations and timing for construction will be determined with future development applications.

The Sacramento County Sheriff's Department provides emergency and law enforcement services within the plan area. The Sheriff's Department has not yet determined whether a new station or sub-station will be necessary within the plan area. For flexibility, Master Plan Policy 8.2 allows Sheriff's stations or sub-stations in all commercial, industrial, and residential areas.

Dry Utilities

The Sacramento Municipal Utility District (SMUD) provides electric service to the plan area. SMUD anticipates new 69 kilovolt (kV) electrical transmission and bulk substations will be needed adjacent to, but outside of, the plan area. SMUD has acquired the property for the bulk substation.

The Pacific Gas and Electric Company (PG&E) provides natural gas to the plan area. However, the WJHMP is an all-electric project with no new natural gas infrastructure planned.

The plan area is within the service areas of several data and voice communication providers including Frontier Communications, Consolidated Communications, and AT&T. Additional telecommunication infrastructure, such as new wireless communication facilities and distribution lines to individual parcels, will be developed as build-out of the plan area occurs.

The Sacramento County Department of Waste Management and Recycling provides solid waste collection and disposal services to the plan area. The County operates the Keifer Landfill approximately five and a half miles east of the plan area. The existing capacity of the landfill is sufficient to accommodate the projected solid waste disposal needs anticipated from build-out of the plan area.

Entitlements

To implement the Master Plan, the applicants request several entitlements as described in detail to follow.

General Plan Amendments

To appropriately plan for the land uses, roadways, and active transportation facilities proposed by the Master Plan the applicants request several amendments to the General Plan (RES 1).

To provide urban services to the future West Jackson Highway community, the applicants request to amend the General Plan to expand the UPA to include the 5,913-acre plan area. To expand the UPA, General Plan Policy LU-119

requires applicants to prepare a comprehensive master plan for the proposed expansion area that meets certain criteria. Analysis of the WJHMP's consistency with LU-119 is provided in the Project Analysis section of this report.

To prepare parcels within the plan area for eventual transition from their current uses to the uses envisioned by the Master Plan, the applicants request to amend the Land Use Diagram. The amendment would establish new land use designations for all parcels within Districts One and Two, consistent with the Master Plan land uses, and create a "West Jackson Highway Master Plan" overlay designation to be applied to parcels within the FPAs.

To designate roads within the plan area for the capacities needed to accommodate future development, the applicants request an amendment to the Transportation Diagram. The amendment would designate new road extensions and redesignate existing roads within the plan area as six-lane thoroughfares, four-lane arterials, or two-lane collectors.

When the County adopted the Active Transportation Plan in 2022 some active transportation infrastructure was anticipated in the plan area, but specific road and trail alignments were not yet identified. The applicants request an amendment to the Active Transportation Plan to include the bicycle lanes, sidewalks, regional trails, and conventional trails as proposed by the Master Plan.

Community Plan Amendments

The plan area is encompassed by two existing Community Plans: the *Cordova Community Plan* and the *Vineyard Community Plan*. The applicants request to amend both Community Plans such that the designations for parcels within the plan area would be updated to "West Jackson Highway Master Plan". Parcels within the FPAs would retain their existing community plan designations, but a "West Jackson Highway Master Plan" overlay would apply to each parcel to denote that they are also subject to the Master Plan (Resolutions 3 and 4).

Master Plan

To adopt the Master Plan, the Board needs to adopt a Zoning Ordinance Amendment (ORD 1) to the Sacramento County Zoning Code. The Master Plan is described in detail in the previous Project Description section of this report. Implementation of the Master Plan is discussed in the Implementation section to follow.

Public Facilities Financing Plan

The Master Plan establishes mechanisms to facilitate project development, including measures related to phasing and financing of public facilities. The applicants have prepared a Public Facilities Financing Plan (PFFP) that outlines

the various funding mechanisms available to finance the construction and maintenance of backbone infrastructure (Attachment 4). Financing mechanisms identified in the PFFP include: formation of new secured financing districts or annexation into existing districts, various fees levied on subsequent development projects such as existing County fee programs and a new WJHMP fee program, developer and conventional private financing, Quimby Act reimbursement, school fees, establishment of an Area/Zone of Benefit, and others.

Urban Services Plan

In compliance with General Plan Policy LU-120 Performance Criteria (PC)-7, the applicants prepared an Urban Services Plan (USP) demonstrating how urban and municipal services such as fire protection, law enforcement, library services, drainage, transit, parks, trails, and operation and maintenance of public facilities will be delivered and funded (Attachment 5). A Fiscal Impact Analysis (FIA) informed the preparation of the USP. The FIA assessed the balance of new housing, commercial, and employment created by the proposed project; the increase in cost of services the County provides to the plan area such as road maintenance, Sheriff patrol, and animal control; the potential tax revenue that would be generated from the project; and the impact on the County's funding sources such as the General Fund and Road Maintenance Fund. The FIA concluded that at buildout the project would result in an annual net surplus of $15.6 million to the County's General Fund and an annual net deficit of $3.3 million to the Road Fund. The USP includes projected revenues from a proposed services and maintenance community facilities district to cover the annual deficit to the Road Fund. The USP demonstrates that the cost of services, operation, and maintenance for required public facilities and infrastructure are cost-neutral to the County's General Fund and existing ratepayers.

Affordable Housing Strategies

Section 22.35.030 of the County's Affordable Housing Ordinance allows developers to meet affordable housing obligations by paying an affordability fee on newly constructed market rate units or by entering into an agreement with the County that provides fee credits for land dedication, construction of affordable housing units, or other mechanisms that lead to the production of affordable housing. In coordination with the County and the Sacramento Housing and Redevelopment Agency (SHRA), the applicants have prepared two Affordable Housing Strategies (AHSs), one for Stonebridge Properties and one for Granite Construction Company.

The Granite strategy (Attachment 6) identifies payment of affordability fees as the sole mechanism of compliance for the properties they control within the plan area.

The Stonebridge strategy proposes compliance through a combination of the allowed options (Attachment 7). Up to 50 percent of Stonebridge's total obligation can be met through payment of fees. The remaining portion must be fulfilled through construction or land dedication for affordable units. This approach is generally consistent with the Mather South and NewBridge affordable housing strategies, which included a combination of land dedication and fee payment.

While Stonebridge proposes to pay the affordable housing fee, adjusted annually, in accordance with the Ordinance, they are requesting an alternative approach for calculating their obligation for the construction of affordable units or land dedication. Stonebridge's strategy aims to align with the Affordable Housing Strategies approved for the Mather South and Newbridge plans; however, since the adoption of these plans, the affordable housing fee has increased from $2.69 per square foot for Mather South and $2.87 per square foot for Newbridge to the current rate of $3.75 per square foot. The previous fees resulted in an affordable housing ratio of 8.2 percent for Newbridge (199 out of 2,415 total units) and 6.8 percent for Mather South (241 out of 3,522 total units). Stonebridge's proposed strategy seeks to achieve parity with the other Jackson Corridor plans by applying an affordable housing ratio of 7.5 percent, a middle ground between the aforementioned projects, resulting in 627 units. This alternative approach applies the current affordable housing fee to calculate the fee obligation, while using a rate of $3.09 to determine the obligation for the construction of affordable units or land dedication. The total difference is 135 units or 1.6 percent of the total dwelling units subject to this strategy. Planning and Environmental Review (PER) staff reviewed the proposed strategy and found it to be an appropriate alternative method of compliance pursuant to Section 22.35.030.D of the Affordable Housing Program Guidelines as the applicant's alternative approach to calculating dwelling unit equivalency, is comparable to other approved Affordable Housing Strategies in the area, in similar stages of the development process (Attachment 8). Sacramento Housing and Redevelopment Agency (SHRA) also reviewed the proposed strategy. In a memorandum dated March 27, 2025 they noted that they did not find the approach substantially consistent pursuant to Section 22.35.060.D, but that they would find it substantially consistent if Stonebridge used the fees in place in 2017 with the adoption of the Newbridge AHS (Attachment 9). This alternative calculation would add an additional 61 total units to the dwelling unit equivalency or approximately 20 units per development phase. Ultimately, it is up to the Board's discretion to approve Stonebridge's AHS. Non-participating properties would also be subject to affordable housing obligations, which may be met through any option available under the Affordable Housing Ordinance. Non-residential (commercial, employment, and industrial) development in the plan area would be subject to the County's Housing Trust Fund ordinance.

Zone 40 Water Supply Master Plan Amendment and Water Supply Assessments

A *Water Supply Master Plan* for SCWA's Zone 40 was adopted in 2005, but did not include the WJHMP Area. A Water Supply Master Plan amendment was prepared that assesses the condition of existing water supply infrastructure, the current and anticipated water demands, water supply capacity, and infrastructure expansion necessary to adequately serve future demand (Attachment 10).

The California Water Code requires development projects proposed without any identifiable public water system to prepare a Water Supply Assessment in consultation with any entity whose domestic water supply service area includes the project site. Two Water Supply Assessments were prepared, one for SCWA and one for CalAm, to demonstrate that the planned water supplies for both service providers are sufficient to meet the demands of the project in addition to existing and projected water supply obligations over the next 20 years (Attachments 11 and 12).

Subsequent Actions

The project will also require subsequent actions and permits from other agencies. It is anticipated that the following will be necessary:

1. A Federal Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers and U.S. Environmental Protection Agency.
2. A Federal Endangered Species Act Section 7 Consultation with the U.S. Fish and Wildlife Service.
3. A Section 401 Water Quality Certification from the Regional Water Quality Control Board – Central Valley Region.
4. A Section 402 National Pollutants Discharge Permit from the Regional Water Quality Control Board – Central Valley Region.
5. A Section 1602 Streambed Alteration Agreement with the California Department of Fish and Wildlife.
6. Annexation into the Sacramento Area Sewer District, which requires LAFCo approval.

Implementation

Chapter eleven of the Master Plan addresses administration and implementation. Existing uses within the plan area would be permitted to continue. Implementation of the WJHMP would occur through subsequent applications for entitlements such as rezones to establish zoning consistent with the Master Plan land use designations, Tentative Subdivision Maps to divide parcels for subsequent development, Design Reviews, and other planning entitlements as necessary.

The County will process subsequent applications consistent with the entitlement procedures. Subsequent entitlements would be required to demonstrate consistency with the Master Plan land use designations, policies, and supplemental design guidelines, as well as any other applicable County policies and standards. Where possible, environmental review of subsequent projects would tier off the Master Plan EIR consistent with the CEQA Guidelines. In some cases, additional environmental review may be required. Prior to pursuing urbanized development within the FPAs consistent with the land uses identified in the Master Plan, developers would be required to first prepare a subsequent comprehensive planning document such as a separate master plan or specific plan.

Environmental Review

A DEIR was prepared for this project pursuant to the California Environmental Quality Act (CEQA) and released for a 45-day public review period on July 25, 2024. The public was able to provide oral public comments on the DEIR during the August 8, 2024 Vineyard CPAC meeting, the August 15, 2024 Cordova CPAC meeting, and the September 9, 2024 Planning Commission hearing. While the public comment period ended on September 9, 2024, staff accepted comments up until October 29, 2024.

Subsequently, a Final EIR (FEIR) was prepared and released for a 10-day public review period on May 27, 2025 (Attachment 29). The FEIR includes responses to all oral and written comments received on the DEIR. The FEIR concluded that the project would result in impacts that are less than significant or less than significant with mitigation with respect to airport compatibility; biological resources; climate change; energy; geology, soils, and mineral resources; hazards and hazardous materials; hydrology, drainage, and water quality; land use, population, and housing; public services; public utilities; water supply; and tribal cultural resources. The project would result in impacts that are significant and unavoidable or potentially significant with respect to Aesthetics, Agricultural Resources, Air Quality, Cultural Resources, Noise, and Transportation. Topical areas for which a significant and unavoidable or potentially significant determination was made are summarized in the Planning Commission staff report. For a complete discussion of these and all other topics, see the FEIR.

A Mitigation Monitoring and Reporting Program (MMRP) was prepared to address the impacts and mitigation measures identified in the EIR (Attachment 32). The MMRP establishes mechanisms and procedures for enforcement of the 51 mitigation measures applied to the project. Mitigation monitoring will occur during project build out, and measures applicable to future actions will be applied to subsequent development applications.

OUTREACH AND RECOMMENDATIONS

Over the past decade the County and applicants have conducted outreach through public workshops as well as standard mailed notices, upkeep of the project webpage, and an email subscription list. As discussed in the Project History section of this report, in 2013 and 2016 four joint workshops were held to introduce the project to the CPACs and community. Notices of Preparation for the DEIR were distributed in 2013 and 2017, and a Notice of Availability was distributed in 2024. For each public hearing that was held notices were mailed to all property owners and residents in the plan area, within 500 feet of the plan area, and in the Rosemont Community.

The County also conducted coordination both internally between County departments and externally with independent service providers, regional planning agencies, and state and federal regulatory and resource agencies consistent with General Plan policies LU-110, LU-112, LU-116, and LU-117. Applicable entities were included in review of technical studies and preparation of Conditions of Approval for the project. Information received from external agencies regarding additional requirements and permitting was shared with the applicants.

Tribal Consultation

The County conducted consultation with registered tribal representatives in compliance with Senate Bill-18 (SB-18) and Assembly Bill-52 (AB-52). The United Auburn Indian Community (UAIC) and Wilton Rancheria were both involved with review of the project. The UAIC deferred future consultation and surveys to Wilton Rancheria. On June 6, 2024, Wilton Rancheria approved the mitigation measures and formally closed consultation on the project.

Community Planning Advisory Council Review

In August 2024, the Vineyard and Cordova CPACs each met for an informational meeting to be reintroduced to the project and receive and discuss the draft project materials. Approximately 20 members of the public were in attendance for the Vineyard CPAC meeting and approximately 30 attended the Cordova CPAC meeting. Questions and comments received during the meetings were primarily focused on the development timeline for the project and proposed roadway and infrastructure improvements.

In October 2024, staff returned to the CPACs to request a formal recommendation. The Vineyard CPAC expressed support for the project but did not provide a formal recommendation due to a lack of quorum. The Cordova CPAC voted (4 – Yes, 0 – No, 1 Absent) to recommend approval to the Board.

Community Response

During the CPAC meetings four commenters expressed a formal position towards the WJHMP, two in opposition and two in support. Commenters in opposition to the project expressed concerns about the potential rising cost of

living as the plan area develops and felt that the project did not provide a sufficient variety of housing products. Commenters in support felt positively about the project creating a new community with urban services and improved roadways.

Both before and after the CPAC meetings, staff received verbal and email inquiries, mostly with general questions about the project. The public sentiment expressed to the County has been split. Some members of the public expressed positive sentiment about the prospect of a new community in the Vineyard area with new housing choices and amenities. Others expressed concern about the impact of development, particularly the loss of habitat. Overall, most members of the public had questions, and those who expressed opposition or support were evenly split.

Planning Commission

The Planning Commission met on March 24, 2025 to consider the project and voted (5 – Yes, 0 – No) to approve a Resolution to recommend the Board adopt the General Plan amendment and recommend the Board approve the project as a whole (Attachment 27). The Planning Commission staff report is included in this report package (Attachment 28).

Commissioners' questions for staff were primarily related to implementation measures and conditions. Commissioners noted that no cultural resources or tribal cultural resources were found during project surveys and asked whether tribal representatives would be consulted if resources were found during subsequent development. Staff confirmed that subsequent development projects are required to report inadvertent discoveries, and, in that case, tribal representatives would be consulted.

Commissioners also asked for an overview of the process for forming and implementing the financing mechanisms identified in the PFFP and USP. Staff explained that the current PFFP and USP are considered "planning-level" and that a second "implementation-level" PFFP and USP would be prepared prior to development that would address the formation and timing of each funding mechanism in greater detail.

The Commissioners were also interested in the project's approach to drainage and flood control, specifically the constraints and challenges. The applicant discussed the varying topography in the plan area due to former mining operations and summarized the Drainage Master Plan's approach to using levees, basins, and pump systems to actively manage drainage and flooding in concert with the natural water systems of Morrison and Elder Creeks.

Commissioners inquired about project phasing and construction-related disruptions. The Stonebridge applicant responded that they operate as a master developer, so their likely next step will be applying for rezones and tentative subdivision maps and coordinating with vertical builders for

construction. They also indicated that the first phases of construction that could cause construction-related disruptions would likely be improvements to Jackson Road.

Finally, Commissioners also asked the applicant about their coordination with service providers such as school and park districts. The applicant explained that they have coordinated closely with the facilities team at Elk Grove USD who reviewed and approved proposed school sites. Similar coordination was conducted with the parks districts.

No public comments were received during the hearing. During deliberations Commissioners generally expressed support for the project, stating that they felt it was a unique and valuable opportunity for smart growth and mining reclamation.

PROJECT ANALYSIS

The following subsections present analysis of the WJHMP's compliance with County policy documents including the General Plan, Climate Action Plan, and Community Plans.

Growth Management

The 2030 General Plan includes a new policy framework for review and approval of private applications to expand the UPA. The intent of the policy framework is to provide for smart growth that results in high-quality communities with a variety of housing choices. The policy framework also strives to balance development with the need for habitat preservation that supports the SSHCP. This approach is fundamentally different from the 1993 General Plan, which focused on supply and demand growth management. The 2030 General Plan growth management approach focuses on design, quality, and performance. The growth management criteria, Land Use Element Policies LU-119 and LU-120, address complex growth issues amidst extreme economic fluctuations and sweeping regulatory changes.

Following the publication of the FEIR for the General Plan Update in April 2010, the County deliberately paused the General Plan Update hearings due to ongoing difficulties in predicting housing demand given extreme economic fluctuations. In a six-year time span, anticipated demand for new housing went from approximately 29,000 units up to 100,000 units and back down to 50,000 units. From May 12, 2010 through November 8, 2011, the Board held twenty hearings on the General Plan Update. After the September 22, 2010 hearing, the Board did not conduct another hearing until March 9, 2011, to allow time for the Land Use Element to be modified due to these major changes in the housing market. During this time, the County developed the growth management policies LU-119 and LU-120 that were ultimately adopted in lieu of the General Plan Update FEIR Mitigation Measure LU-1. These policies

represent a performance-based approach emphasizing high quality smart growth criteria rather than a business-as-usual approach that repeated historical land use patterns. LU-119 and LU-120 were developed with the primary objective of reducing VMT and requiring projects that include (1) sufficiently high densities to support transit; (2) infrastructure, including transit, that is put in place at the same time the project is developed; (3) a jobs-housing balance that reduces the need for long commutes and ensures lower VMT; (4) enable residents to walk, ride bicycles, or take transit to their jobs and schools; and (5) a reasonable amount of mixed-use development. As stated in the March 7, 2011 letter from the California Attorney General's office (Attachment 25), the growth management criteria "would substantially achieve the[se] objectives."

General Plan Policy LU-119 requires development proposals seeking to expand the UPA to be accompanied by a master plan that includes a justification statement and outreach plan and consists of a contiguous set of parcels with a logical boundary, at least 25 percent of which is adjacent to the existing UPA. The applicants propose a master plan covering the entire project area, that includes a justification statement and outreach plan. The boundary of the plan area constitutes a logical planning boundary as it is 87 percent adjacent to the existing UPA, consists of contiguous parcels, and aligns with surrounding community boundaries. A more in-depth analysis of the project's compliance with LU-119 can be found in Table 3 of the Planning Commission staff report. As noted previously in this report, the Board determined the project's boundaries were consistent with LU-119 on April 17, 2012.

Policy LU-120 also applies to projects proposing to expand the UPA. It requires compliance with ten performance criteria focused on connectivity, housing diversity, pedestrian and transit-oriented design, and jobs-housing balance. The applicants provided a memorandum with narrative detailing how the WJHMP complies with each criteria (Attachment 24), which is also provided in Table 4 of the Planning Commission staff report. In general, the Master Plan and land use plan are designed to repurpose mining properties into a new community with urban services, a diversity of housing products, and active transportation and transit infrastructure, that is interconnected with surrounding communities. In addition to meeting the ten performance criteria, LU-120 requires the project to meet one of two alternative performance metrics. The WJHMP complies with alternative two which requires the project to be planned and built in a manner that results in less than 14 VMT per resident per day. The applicants submitted a VMT analysis that demonstrates the WJHMP would result in 13.99 VMT per resident per day after mitigation. By meeting all performance criteria and alternative two, the WJHMP complies with Policy LU-120.

Mining Reclamation

As previously mentioned, the plan area is predominantly comprised of existing and former aggregate mining areas. Aggregate mining has been the dominant land use in the area since the 1930s. Although most mining operations in the plan area have ceased, a number of properties still support various construction and mining related activities. There are eleven aggregate mining sites in the plan area, of which the Granite I, Aspen III South, Aspen VIII, and Aspen IX mines are still in operation. The Granite I mine is currently idle. The Vineyard I and Aspen VI mines are in the process of reclamation. Mining operations are authorized through Use Permits issued by the County that establish conditions of approval for operation and reclamation. The reclamation process ensures that mined properties are restored or reused without detrimental effects on the surrounding environment. The Use Permit for the Aspen VI mine includes a reclamation condition (Condition 65 of Use Permit 89-1195 and Use Permit Amendment PLNP2017-00049) that requires the dedication of easements to limit agricultural activities in riparian corridors. The applicable riparian corridors are located within proposed Open Space designated areas in the WJHMP land use plan. As such, the County has determined the project does not conflict with the reclamation requirements for Aspen VI established in Condition 65. Further, establishing the Open Space areas of the land use plan will, in effect, be an alternative means of complying with Condition 65.

The primary purpose of the WJHMP is to redevelop former mining areas and reconnect the plan area with surrounding communities. As such, the project is consistent with reclamation plans for mining operations within the plan area.

Airport Land Use Compatibility

The General Plan Noise Element includes policies to protect citizens from excessive noise exposure. Policy NO-3 states, "New residential development within the 60 Community Noise Equivalent Level (CNEL) noise contours adopted by the County for land use planning purposes at any airport or helipad within Sacramento County shall be prohibited unless exceptions set forth in Table 4 [of the General Plan Noise Element] are found to be applicable".

In 2022, the Board adopted an amendment to the General Plan which resulted in changes to this policy and incorporated the Mather Airport Land Use Compatibility Plan (ACLUP) dated February 2021 by reference. The 2021 ACLUP updated the 60-65 decibel (dB) CNEL noise contour such that it contracts from the southwest and expands easterly, affecting the WJHMP area.

Considering the changing noise contours and potential to reduce interior noise levels in a manner consistent with County requirements, General Plan policies NO-2 and NO-3 were amended along with Table 4 of the Noise Element which identifies exceptions to the Noise Element. These exceptions would allow the Board to consider single family detached residential units within the 60-65 dB CNEL noise contours of the Mather Airport Policy Area as a compatible use if:

(a) approved by the Board upon completion of Sacramento County's master plan process, including demonstration of compliance with LU-119 and LU-120;

(b) an evaluation of potential noise and safety impacts pursuant to CEQA has occurred and appropriate noise mitigation measures to reduce interior noise levels to 45 dB have been included in the environmental document and adopted as conditions of approval; and

(c) all of the requirements in Footnote 7 are met.

As such, single-family residential land uses are now allowed within the 60-65 dB CNEL noise contours at Mather Airport so long as interior noise levels are adequately reduced through various construction techniques (Noise Element Table 4, Footnote 2). In response, the WJHMP applicant team prepared a detailed noise analysis modeling each noise contour within the 60-65 dB range at 1 dB intervals and identified various construction techniques that can be used to reduce interior noise levels to 45 dB consistent with County requirements. The project is conditioned to provide a minimum noise insulation reducing interior noise to a maximum of 45 dB for new residential dwellings within the 60-65 dB CNEL noise contour (Condition 60) along with other conditions as required by this policy including the exceptions and Footnote 7. Footnote 7 requires the noise attenuation described above as well as disclosure to prospective buyers that the properties are located within the Mather Airport Policy Area and recordation of an avigation easement granting the right of flight and unobstructed passage of all aircraft into and out of Mather Airport.

While the project is consistent with General Plan policy NO-3, the Master Plan proposes single-family residential land uses within the 60 CNEL contour which is not consistent with the Mather ALUCP. Therefore, this project will require a 4/5ths vote to allow residential land uses within the 60 CNEL contour. Attachment 2 includes the necessary findings consistent with the purpose of Airport Land Use Commission Law (Public Utilities Code Section 21670).

In 2022 the SACOG Board of Directors, serving as the Airport Land Use Commission, adopted the Mather Airport Land Use Compatibility Plan (ALUCP) which includes land use policies and compatibility criteria for safety, noise, airspace protection, and overflight notification. Portions of the WJHMP plan area are within Mather Airport safety zones two, three, four, and six. On March 18, 2025 SACOG provided a letter to the County identifying potential inconsistencies between the WJHMP land use plan and the ALUCP, primarily related to maximum building heights and floor area ratios within the safety zones. To prevent inconsistencies, Condition 5 was added requiring subsequent development within the safety zones to be consistent with the maximum building heights and floor area ratios specified in Table 4-2 of the ALUCP.

Agriculture and Habitat Loss Mitigation

While the primary existing use in the plan area is aggregate mining and processing, the majority of the plan area is zoned for agriculture and there are existing agricultural, grazing, and agricultural-residential uses within the plan area. The plan area also includes biological resources such as wetlands, oak woodland, and habitat for special-status species. The General Plan Agricultural Element and Conservation Element include policies to protect the County's agricultural lands and biological resources. Of particular relevance to the WJHMP are General Plan Policies AG-5 which requires projects to mitigate the loss of farmland at a one to one ratio, AG-6 which allows mitigation credit to be given for urban farms that meet certain criteria, and CO-59 and -61 which require mitigation for loss of certain biological resources and habitat consistent with the South Sacramento Habitat Conservation Plan (SSHCP). A Mitigation Monitoring and Reporting Program was prepared to ensure the WJHMP adequately mitigates for agriculture and habitat loss consistent with these General Plan policies. Specifically, Mitigation Measure AR-1 requires developers to compensate for loss of farmland through participation in the SSHCP or through the development of urban farms. Additionally, Mitigation Measure BR-1B requires developers to compensate for loss of certain biological resources and habitat through participation in the SSHCP. Land dedications provided to comply with either mitigation measure may be counted towards required mitigation for both measures. More in-depth analysis of the project's compliance with relevant agricultural and conservation General Plan policies can be found in Table 5 of the Planning Commission Staff Report and in the FEIR.

Drainage and Urban Level of Flood Protection

The project includes flood control infrastructure such as, levees and pump stations to provide the urban level of protection (ULOP) required by Senate Bille-5 (2007). Senate Bill -5's requirements were incorporated into the Safety Element of the General Plan and the County's Floodplain Management Ordinance. The General Plan Safety Element also includes policies to minimize and prevent hazards related to seismic events, floods, and fires. Due to the significant wetland and water resources within the plan area, policies related to flooding are of particular relevance to the WJHMP. Policies SA-5, -9, -16, -17, -22, and -22a seek to prevent increased flooding and ensure proper drainage and buildability within the 100-year flood plain and the 200-year floodplain for areas subject to an urban level of flood protection. To comply with these policies and ensure proper flood control and drainage throughout the plan area the WJHMP includes a Drainage Master Plan and a master drainage and flood control study, which were found to be sufficient by the Department of Water Resources. To ensure compliance with policies related to flooding, the project is conditioned to provide additional drainage studies and to implement flood protection improvements identified in the Drainage

Master Plan prior to future development. The Drainage Master Plan also includes additional resilience measures to protect the proposed development from future extreme precipitation events due to climate change, thereby minimizing risk pursuant to Senate Bill -5.

Climate Action Plan

In 2024, the County adopted a Climate Action Plan (CAP). The CAP includes measures to reduce greenhouse gas emissions and increase climate resiliency. Greenhouse Gas Measure 17 (GHG-17) requires development proposals seeking to expand the UPA to demonstrate carbon neutrality. The WJHMP complies with GHG-17 by requiring subsequent development projects within the plan area to contribute a fair share towards the project-wide GHG emissions reduction targets. The FEIR provides further detail on the elements of the project that help to achieve carbon neutrality such as being an all-electric project, requiring energy efficient buildings, and reducing vehicle miles traveled by increasing development density in the region. With the implementation of mitigation measures, the project will be carbon neutral.

Community Plan Consistency

The northern portion of the plan area is within the Cordova Community Plan area and the southern portion is within the Vineyard Community Plan area. Both Community Plans include policies encouraging new development to provide a complimentary mix of land uses and appropriately plan to avoid land use conflicts. The WJHMP land use plan is designed to provide a balanced mix of land uses including varying residential densities, commercial, employment, civic, recreation, and mixed uses. The Master Plan connects these proposed land uses by strategically co-locating complementary uses such as parks and schools and by providing alternative transportation options such as public transit routes and multi-use trails throughout open space corridors. The Master Plan avoids conflicts by clustering high-intensity uses in areas appropriate for growth, such as adjacent to arterial and thoroughfare roads; establishing supplemental design guidelines for screening residential uses from commercial and industrial uses; and strategically placing open space corridors to avoid development encroachment into environmentally sensitive areas.

Land Use Compatibility

The Zoning Code establishes zoning designations and land uses permitted within each zone. The plan area is currently characterized by a patchwork of mining, industrial, and rural residential properties.

Existing land uses in communities surrounding the plan area are predominantly industrial to the west and southwest, rural residential and agricultural to the east and southeast, suburban single-family residential to the northwest, and Mather airport to the northeast. Adjacent land uses are

anticipated to change over time as the developing plan areas to the south and recently approve plans to the east discussed in the Regulatory Context section build-out. To integrate the WJHMP with these surrounding communities, the land use plan contextually sites land uses, such as designating employment centers adjacent to Mather Airport and locating residential on the southwest side of Jackson Highway across from existing residential and recreation uses in Rosemont. The plan area will connect to surrounding communities via roadway expansions and improvements such as upgrading Jackson Highway and Bradshaw Road to six-lane thoroughfares, construction of new active transportation infrastructure both on-street and off-street with a regional trail system, and the extension of new public transit routes. The WJHMP is compatible with surrounding zoning and land uses.

State Route 16/Jackson Highway Relinquishment

Throughout the course of the master plan process, Sacramento County staff have engaged in discussions with Caltrans regarding the relinquishment of State Route 16/Jackson Highway. Staff does not anticipate that the Jackson Corridor Transportation Mitigation Strategy will be adversely affected if relinquishment is not completed prior to construction of roadway improvements along Jackson Highway. Relinquishment of State Route (SR) 16 does not affect how the Mitigation Strategy is applied. The Strategy informs the County regarding what improvements are needed, when improvements are needed, and assigns the specific improvement to a developer. If the Strategy identifies a needed improvement on SR 16, the improvement will be assigned to a developer consistent with the adopted Mitigation Strategy regardless of whether Caltrans or the County owns the affected SR 16 segment. The only difference is, if relinquishment has not yet occurred, the improvement plans would be subject to the Caltrans Encroachment Permit process (https://dot.ca.gov/programs/traffic-operations/ep), which covers improvements in the State right-of-way and serves the same purpose as the County's process for plan approval within the County right-of-way. As part of the encroachment permit process, the roadway project(s) may need to seek design exceptions to Caltrans standards including frontage improvements, signal spacing, and road width right-of-way. Roadway project(s) along Jackson Highway would be constructed either by the County as a major capital project, or by a developer, depending on the scale of the project. When initial plans for roadway projects are developed, the County and/or developer would coordinate with Caltrans' transportation planning team through the intergovernmental review process to address any concerns. Through early coordination, it can be addressed during the preparation of engineering documents rather than through the subsequent encroachment permit process. The encroachment permit process timing is governed by Section 671.5 (a) of the California Streets and Highways Code, which requires that Caltrans either

approves or denies an Encroachment Permit Application submittal within 60 calendar days, upon determination that the submittal is complete.

The County envisions working in cooperative partnership with the Jackson Corridor master plan developers and Caltrans to implement the County's goals for the portion of Jackson Highway within the unincorporated County. The County has worked collaboratively with Caltrans through their encroachment permit process to deviate from standards, with recent examples including US 50 at Watt Avenue, I-5 at Metro Air Parkway, and US 50 at Hazel Avenue. There are several examples of State Routes in California under Caltrans jurisdiction where signal spacing is less than one mile and Caltrans standards are not constructed. One example is SR 82/El Camino Real, which runs through multiple counties and cities. Locally, SR 160 at one time ran through downtown Sacramento and included the 15th and 16th street couplet. Before these streets were relinquished to the City of Sacramento, they contained signalized intersections much closer than one mile and built to City standards. In situations such as these, Caltrans works with the underlying jurisdictions through the encroachment permit process to define improvements that do not meet Caltrans standards. Caltrans has a long history of working cooperatively with local agencies to produce transportation improvements that meet all local requirements; in fact, the Caltrans Construction Manual contains a chapter devoted to such arrangements. (Caltrans, Construction Manual (July 2019), Chapter 9: Projects Sponsored by Others.) The County and Caltrans have also coordinated extensively on the Jackson Corridor master plans throughout the two decades. Beginning in 2012 with the collaborative effort in scoping the transportation analysis for this project, and more recently with the identification of mitigation projects and fair shares along US 50 for the PFFP in each plan area, the County and Caltrans have worked together to facilitate forward movement for the Jackson Corridor master plans.

Amador County Transportation Commission Coordination

Separately from the coordination with Caltrans, Sacramento County staff have also had ongoing dialogue with the Amador County Transportation Commission (ACTC) staff regarding the ACTC's request for parity with the Settlement Agreement for the NewBridge Specific Plan and the Agreement for the Jackson Township Specific Plan. Specifically, ACTC requests the following:

- The WJHMP set aside at least 14 feet within the proposed 30-foot wide landscape corridor along the north side of Jackson Highway with constraints that ensure no development, now or in the future, will occur in this right-of-way except for traffic improvements to relieve congestion or landscaping improvements.
- The WJHMP includes the same language adopted by the Board when it formally amended the Jackson Corridor Transportation Mitigation

Strategy on March 9, 2021 regarding prioritization of Jackson Highway transportation projects.

Sacramento County, ACTC, and the West Jackson applicant team have entered into an agreement (Attachment 26) that is consistent with the NewBridge and Jackson Township agreements and includes ACTC's requested items. The agreement also includes a covenant "never to commence, prosecute, or cause to be commenced or prosecuted against each other any action or proceeding based upon the matters to which [the] Agreement applies, including but not limited to the approval of the [West Jackson] Project or any future entitlements consistent with the West Jackson Highway Master Plan."

CONCLUSION

The applicant requests a General Plan Amendment and approval of the Master Plan and supporting documents, including the Public Facilities Financing Plan, Urban Services Plan, Affordable Housing Strategy, Water Supply Master Plan, and Water Supply Assessments. The proposed WJHMP is a comprehensive planning document that would establish a framework for transitioning the plan area into a community with urban services and a variety of land uses, including 16,484 residential dwelling units, 11.5 million square feet of commercial and employment uses, 2 million square feet of industrial space, 2,100 acres of parks and open space, and six elementary schools, one middle school, and one high school.

The proposed project, as conditioned, can be found consistent with the General Plan as amended. The applicant has demonstrated that the project would comply with LU-119 and LU-120 required to allow the expansion of the Urban Policy Area. The project would comply with NO-3 by mitigating interior noise levels to a maximum of 45 dB for all residential structures within the Mather Airport 60 dB CNEL contour. A four-fifths vote by the Board is needed to override the Mather ALUCP and allow residential land uses within this area. The project will be carbon neutral in compliance with the Climate Action Plan. The project is also consistent with the Cordova and Vineyard Community Plans and compatible with surrounding zoning and land uses. A Final EIR and Findings of Fact and Statement of Overriding Considerations were prepared. Public outreach was conducted throughout the master plan process. Commenters who expressed a formal position towards the project were split evenly between support and opposition. The Vineyard CPAC expressed support for the project and the Cordova CPAC voted to recommend approval.

For these reasons, staff recommends approval of this entitlement package with the attached findings and conditions.

FINANCIAL ANALYSIS

The cost of processing the entitlements was paid for by the applicants pursuant to the project funding agreement.

Attachments:

RES 1 Resolution Of The Board Of Supervisors Of The County Of Sacramento, State Of California, Certifying The Final Environmental Impact Report As Adequate And Complete, Adopting The California Environmental Quality Act Findings Of Fact And Statement Of Overriding Considerations, And Adopting The Mitigation Monitoring And Reporting Program

RES 2 Resolution Of The Board Of Supervisors Of The County Of Sacramento, State Of California, Amending The Sacramento County General Plan

RES 3 Resolution Of The County Board Of Supervisors Of The County Of Sacramento, State Of California, Amending The Cordova Community Plan

RES 4 Resolution Of The County Board Of Supervisors Of The County Of Sacramento, State Of California, Amending The Vineyard Community Plan

ORD 1 An Ordinance Of The Board Of Supervisors Of Sacramento County, State Of California, Amending The Zoning Code Of Sacramento County, Ordinance No. SZC-2015-0003 To Adopt The West Jackson Highway Master Plan

ORD 2 An Ordinance Of The Board Of Supervisors Of Sacramento County, State Of California Amending The Zoning Code Of Sacramento County, Ordinance No. SZC-2015-0003 Authorizing A Rezone

ATT 1 Project Maps (Aerial, GPLU, CPLU, Zoning)

ATT 2 Findings and Conditions

ATT 3 Master Plan

ATT 4 Public Facilities Financing Plan

ATT 5 Urban Services Plan

ATT 6 Granite Affordable Housing Strategy

ATT 7 Stonebridge Affordable Housing Strategy

ATT 8 Stonebridge AHS County Memo

ATT 9 Stonebridge AHS SHRA Memo

ATT 10 Water Supply Master Plan Amendment

ATT 11 CalAm Water Supply Assessment

ATT 12 SCWA Water Supply Assessment

ATT 13 Participating Properties
ATT 14 Land Use Plan
ATT 15 Roadway Diagram
ATT 16 Trails
ATT 17 Transit Routes
ATT 18 Conceptual Drainage Plan
ATT 19 Park Sites
ATT 20 Open Space
ATT 21 School Sites
ATT 22 Conceptual Sewer Plan
ATT 23 Conceptual Water Plan
ATT 24 Applicant LU-120 Memorandum
ATT 25 Attorney General Comments on General Plan Update
ATT 26 ACTC Agreement
ATT 27 Planning Commission Transmittal
ATT 28 Planning Commission Staff Report
ATT 29 Final Environmental Impact Report
ATT 30 Final Environmental Impact Report Appendices
ATT 31 CEQA Findings Of Fact And Statement Of Overriding Considerations
ATT 32 Mitigation Monitoring and Reporting Program

RESOLUTION NO. 2025-0399

RESOLUTION OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY, STATE OF CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT AS ADEQUATE AND COMPLETE AND ADOPTING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE WEST JACKSON HIGHWAY MASTER PLAN (STATE CLEARINGHOUSE NO. 2013092021)

WHEREAS, on September 10, 2013, the County issued a Notice of Preparation (NOP) of a Draft EIR (DEIR) for the West Jackson Highway Master Plan project;

WHEREAS, on April 26, 2017, the County issued a revised NOP of a DEIR for the West Jackson Highway Master Plan project;

WHEREAS, the public comment period for the revised NOP lasted from April 26, 2017, until May 26, 2017;

WHEREAS, the County published the DEIR on July 25, 2024, and circulated the DEIR for public comments from July 25, 2024, until September 9, 2024;

WHEREAS, the County received twenty comment letters on the DEIR;

WHEREAS, the County prepared a Final EIR (FEIR) for the Project pursuant to CEQA, which includes responses to comments on the DEIR;

WHEREAS, the County published the FEIR on May 27, 2025;

WHEREAS, the FEIR reflects the County's independent judgment and analysis;

WHEREAS, the FEIR is adequate and complete in compliance with CEQA;

WHEREAS, the Board reviewed and considered the information contained in the FEIR;

WHEREAS, the FEIR identifies significant and unavoidable or potentially significant impacts with respect to Aesthetics, Agricultural Resources, Air Quality, Cultural Resources, Noise, and Transportation.;

WHEREAS, the County prepared CEQA Findings of Fact pursuant to Public Resources Code section 21081 and CEQA Guidelines section 15091;

WHEREAS, the County prepared a Statement of Overriding Considerations pursuant to Public Resources Code section 21081 and CEQA Guidelines sections 15093 and 15043;

WHEREAS, the County prepared a Mitigation Monitoring and Reporting Program which incorporates the specific mitigation measures identified in the FEIR, pursuant to Public Resources Code section 21081.6, subdivision (a)(1), and CEQA Guidelines section 15097.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento hereby:

1. Certifies the Final Environmental Impact Report as adequate and complete;
2. Adopts the CEQA Findings of Fact and Statement of Overriding Considerations; and

Resolution Of The Board Of Supervisors Of Sacramento County, State Of California, Certifying The Final Environmental Impact Report As Adequate And Complete And Adopting The California Environmental Quality Act (CEQA) Findings Of Fact And Statement Of Overriding Considerations For The West Jackson Highway Master Plan (State Clearinghouse No. 2013092021)

Page 3

On a motion by Supervisor Hume, seconded by Supervisor Rodriguez, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 11th day of June, 2025, by the following vote, to wit:

AYES: Supervisors Desmond, Hume, Kennedy, Rodriguez, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.)

COUNTY OF SACRAMENTO CALIFORNIA February 18 1850

ATTEST: _____
Clerk, Board of Supervisors

_____
Chair of the Board of Supervisors
of Sacramento County, California

FILED
BOARD OF SUPERVISORS
JUN 11 2025
BY _____
CLERK OF THE BOARD

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on June 11, 2025
By: _____
Deputy Clerk, Board of Supervisors

RESOLUTION NO. 2025-0400

RESOLUTION OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY, STATE OF CALIFORNIA, AMENDING THE GENERAL PLAN FOR THE SECOND ROUND OF 2025

WHEREAS, the Sacramento County General Plan is the long-term blueprint for growth and development within the unincorporated County; and

WHEREAS, State Planning Law allows any mandatory element of the General Plan to be amended as many as four times in a calendar year and allows optional elements to be amended as needed; and

WHEREAS, the Planning Commission, after proper notice, conducted a public hearing and made a recommendation to the Board of Supervisors relating to an amendment to the County General Plan; and,

WHEREAS, the Board of Supervisors, after public notice and public hearings has determined that the General Plan of the County of Sacramento should be amended as herein set forth; and

WHEREAS, compliance with or exemption from the requisite environmental laws, including CEQA, has been achieved as set forth in the attendant project documents;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby find the following:

1. That the request is consistent with the objectives and policies of the General Plan;
2. That the request is consistent with the goals and objectives of a Sacramento County adopted Habitat Conservation Plan;
3. That the approval of the proposal will not adversely affect the fiscal resources of the County;
4. That the project will be consistent with the performance standards in the General Plan and, for urban uses in urban growth areas, the project complies with the requirements of General Plan Land Use

Policy, LU-13.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby amend the County General Plan to include the following:

Exhibit "A" amends the Urban Policy Area (UPA) expanding the boundary south and east to include the 5,913.3-acre West Jackson Highway Master Plan (WJHMP) area.

Exhibit "B" amends the General Plan Land Use Element text to include a West Jackson Highway Master Plan overlay designation.

Exhibit "C" amends the General Plan Land Use Diagram to change land use designations in the WJHMP area from Agricultural-Urban Reserve (1,722.2 acres), General Agriculture (1,713.3 acres), Extensive Industrial (2,384.5 acres), Intensive Industrial (72.1 acres), Commercial and Offices (16.8 acres), and Cemetery Public/Quasi Public (4.4 acres) to Low Density Residential (1,983.5 acres), Medium Density Residential (101.4 acres), Mixed Use (121.6 acres), Commercial and Office (831.8 acres), Recreation (1,621.9 acres), Extensive Industrial (79 acres), General Agriculture (690.4 acres), Agricultural-Urban Reserve (422.3 acres), and Cemetery Public/Quasi Public (61.4 acres). Properties within the WJHMP Future Planning Areas (FPA) will retain their existing General Plan designations and the new West Jackson Highway Master Plan overlay designation will be applied to them.

Exhibit "D" amends the General Plan Roadways Transportation Diagram to be consistent with the roadway system as proposed in the WJHMP. These amendments include the following:

1. Change Florin Road's roadway classification from a post-2030 six-lane thoroughfare to a pre-2030 four-lane arterial from Bradshaw Road to Vineyard Road; and
2. Change Florin Road's roadway classification from a post-2030 six-lane thoroughfare to a post-2030 four-lane arterial from Vineyard Road to

Excelsior Road; and

3. Change Elder Creek Road's roadway classification from a post-2030 six-lane thoroughfare to a pre-2030 four-lane arterial from South Watt Avenue to Bradshaw Road; and
4. Change Elder Creek Road's roadway classification from a post-2030 six-lane thoroughfare to a post-2030 four-lane arterial from Bradshaw Road to Vineyard Road; and
5. Change Elder Creek Road's roadway classification from a post-2030 six-lane thoroughfare to a pre-2030 four-lane arterial from Vineyard Road to Excelsior Road; and
6. Change Jackson Highway's roadway classification from a post-2030 six-lane thoroughfare to a pre-2030 six-lane thoroughfare from Bradshaw Road to Excelsior Road; and
7. Change Kiefer Boulevard's roadway classification from a post-2030 six-lane thoroughfare to a pre-2030 six-lane thoroughfare from Bradshaw Road to Douglas Road Extension/Vineyard Road; and
8. Change Kiefer Boulevard's roadway classification from a post-2030 four-lane arterial to a pre-2030 four-lane arterial from Douglas Road Extension/Vineyard Road to Excelsior Road; and
9. Change Mayhew Road's roadway classification from a pre-2030 four-lane arterial to a pre-2030 six-lane thoroughfare from Elder Creek Road to Jackson Highway; and
10. Change Vineyard Road's roadway classification from a post-2030 four-lane arterial to a pre-2030 four-lane arterial from Florin Road to Jackson Highway; and
11. Change Vineyard Road's roadway classification from a pre-2030 four-lane arterial to a pre-2030 three-lane major collector from Jackson Highway to Kiefer Boulevard; and
12. Change Excelsior Road's roadway classification from a pre-2030 six-

lane thoroughfare to a post-2030 four-lane arterial from Florin Road to Jackson Highway; and

13. Change Excelsior Road's roadway classification from a post-2030 four-lane arterial to a pre-2030 four-lane arterial from Jackson Highway to Douglas Road; and
14. Change Douglas Road's roadway classification from a post-2030 four-lane arterial to a pre-2030 three-lane major collector from Vineyard Road to Excelsior Road; and
15. Add and extend the segment of Mayhew Road from Jackson Highway to Bradshaw Road with a roadway classification of a pre-2030 six-lane thoroughfare; and
16. Add and extend the segment of Mayhew Road from Bradshaw Road to Routier Road Extension with a roadway classification of a pre-2030 six-lane thoroughfare; and
17. Add and extend the segment of Routier Road Extension from Mayhew Road to Kiefer Boulevard with a roadway classification of a pre-2030 four-lane arterial; and
18. Realign the segment of Routier Road from the proposed intersection of Kiefer Boulevard at Routier Road Extension to the existing alignment of the intersection of Routier Road at Old Placerville Road with a roadway classification of a pre-2030 four-lane arterial; and
19. Designate Happy Lane's Roadway classification as a three-lane major collector from Kiefer Boulevard to Old Placerville Road based on its existing alignment; and
20. Realign the segment of Waterman Road easterly between Florin Road and Elder Creek Road to align with the existing intersection Florin Road at Waterman Road and span northerly to align with the existing Elder Creek Road at Mattos Lane/Mayhew Road intersection; and
21. Realign the segment of Mayhew Road easterly between Elder Creek

Road to Jackson Highway from the existing Elder Creek Road at Mattos Lane/Mayhew Road intersection and span northerly along the existing Mayhew Road before realigning northeasterly beyond Assessor Parcel Number (APN) 063-0100-001; and

22. Realign the segment of Vineyard Road between Jackson Highway to Kiefer Boulevard from the existing alignment on Jackson Highway northeasterly to the future intersection of Kiefer Boulevard at Douglas Road Extension/Vineyard Road along the shared property line of APNs 063-0040-066 and 063-0040-005.

Exhibit "E" amends the General Plan Transit Transportation Diagram to be consistent with the transit system as proposed in the WJHMP.

Exhibit "F" amends the Active Transportation Plan, a policy document of the General Plan, to be consistent with the on- and off-street active transpotation facilities as proposed in the WJHMP.

On a motion by Supervisor Hume, seconded by Supervisor Rodriguez, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 11th day of June, 2025, by the following vote, to wit:

AYES: Supervisors Desmond, Hume, Kennedy, Rodriguez, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.)

(SEAL)

ATTEST: _____
Clerk, Board of Supervisors

_____
Chair of the Board of Supervisors
of Sacramento County, California

FILED
BOARD OF SUPERVISORS
JUN 11 2025
BY _____
CLERK OF THE BOARD

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on June 11, 2025
By: _____
Deputy Clerk, Board of Supervisors

Exhibit "A"
PLNP2008-00240 West Jackson Highway Master Plan
Urban Policy Area Expansion

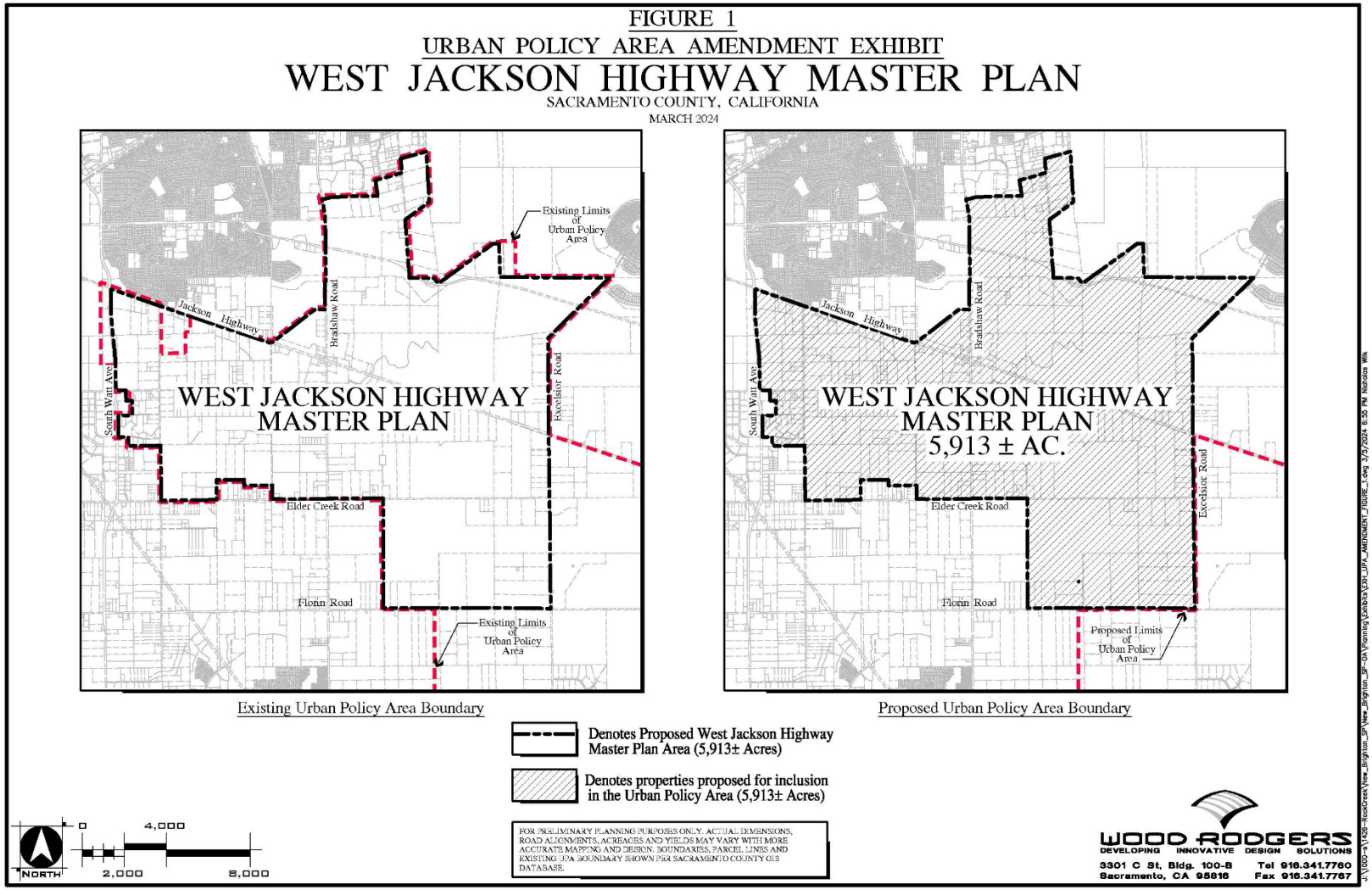


Exhibit "B"
PLNP2008-00240 West Jackson Highway Master Plan General Plan Land Use Element Text Amendments – Clean

New text is shown as bold and underlined. The new language will be added as number 5 in the list for Land Use Element, Section III, starting on page 14 titled, "Combining and Land Use Designations".

III. Combining and Land Use Designations

Combining Land Use designations recognize the underlying zoning as the guide to land uses which are permitted on any particular piece of property. This approach preserves selected natural resources without imposing unnecessary restrictions on the use of the land.

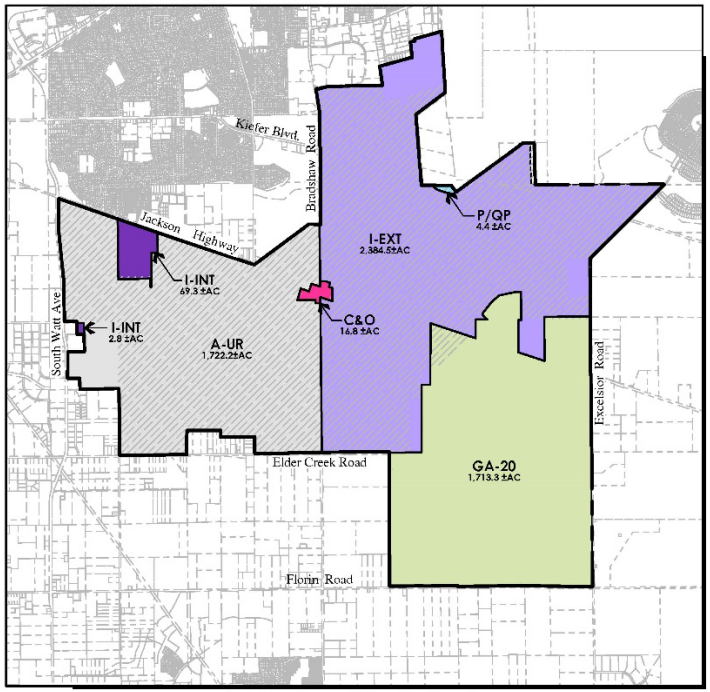
[…]

5. **West Jackson Highway Master Plan. On [DATE], the Board approved the West Jackson Highway Master Plan. That approval also established the "West Jackson Highway Master Plan" overlay over the Future Planning Area portions of the 5,913-acre plan area to ensure ease of implementation and consistency with the General Plan.**

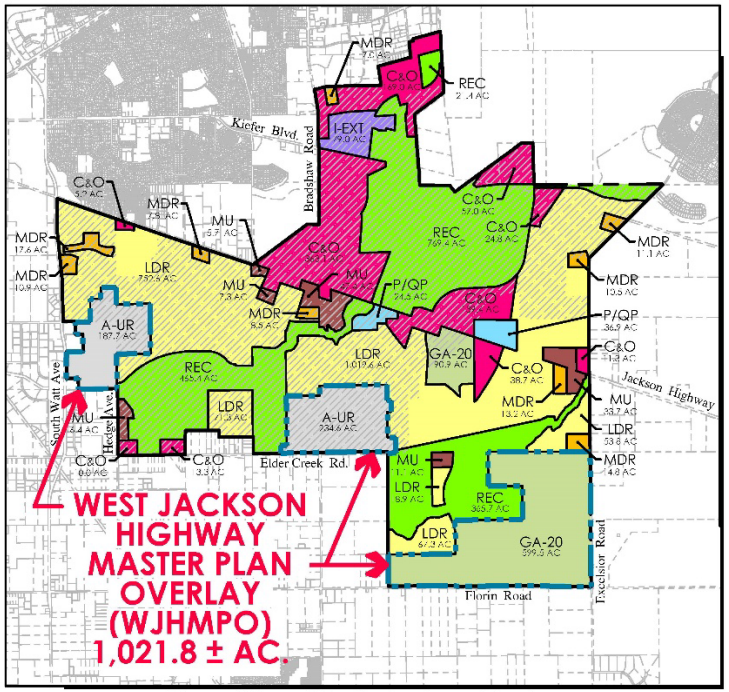
Exhibit "C"
PLNP2008-00240 West Jackson Highway Master Plan
General Plan Land Use Amendment

WEST JACKSON HIGHWAY MASTER PLAN

SACRAMENTO COUNTY, CALIFORNIA
MARCH 2024



Existing General Plan Designations



Proposed General Plan Designations w/ Overlay

Summary

DESIGNATION	LAND USE	EXISTING	PROPOSED*	
LDR	LOW DENSITY RESIDENTIAL (1-12 DU/AC)		1,993.5	+ 1993.5
MDR	MEDIUM DENSITY RESIDENTIAL (13-30 DU/AC)		101.4	+ 101.4
MU	MIXED USE		121.6	+ 121.6
C&O	COMMERCIAL & OFFICE	16.8	831.8	+ 815.0
REC	RECREATION		1,621.9	+ 1621.9
PQP	CEMETERY, PUBLIC & QUASI-PUBLIC	4.4	61.4	+ 57.0
I-INT	INTENSIVE INDUSTRIAL	72.1	0.0	- 72.1
I-EXT	EXTENSIVE INDUSTRIAL	2,384.5	79.0	- 2305.5
GA-20	GENERAL AGRICULTURAL 20 ACRE MIN.	1,713.3	690.7	1022.9
A-UR	AGRICULTURAL-URBAN RESERVE	1,722.2	422.3	- 1299.9
TOTAL		5,913.3 AC	5,913.3 AC	

*PROPOSED LAND USE DESIGNATIONS ARE INCLUDED IN WEST JACKSON HIGHWAY MASTER PLAN OVERLAY AREA (5,913.3 AC.

Denotes Proposed West Jackson Highway Master Plan Overlay (1,021.8± Acres)

Denotes Aggregate Resource Area Overlay

FOR PRELIMINARY PLANNING PURPOSES ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGES AND YIELDS MAY VARY WITH MORE ACCURATE MAPPING AND DESIGN. BOUNDARIES, PARCEL LINES AND EXISTING GENERAL PLAN BOUNDARY SHOWN PER SACRAMENTO COUNTY GIS DATABASE.

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Exhibit "D"
PLNP2008-00240 West Jackson Highway Master Plan
General Plan Transportation Diagram Amendment – Roadways

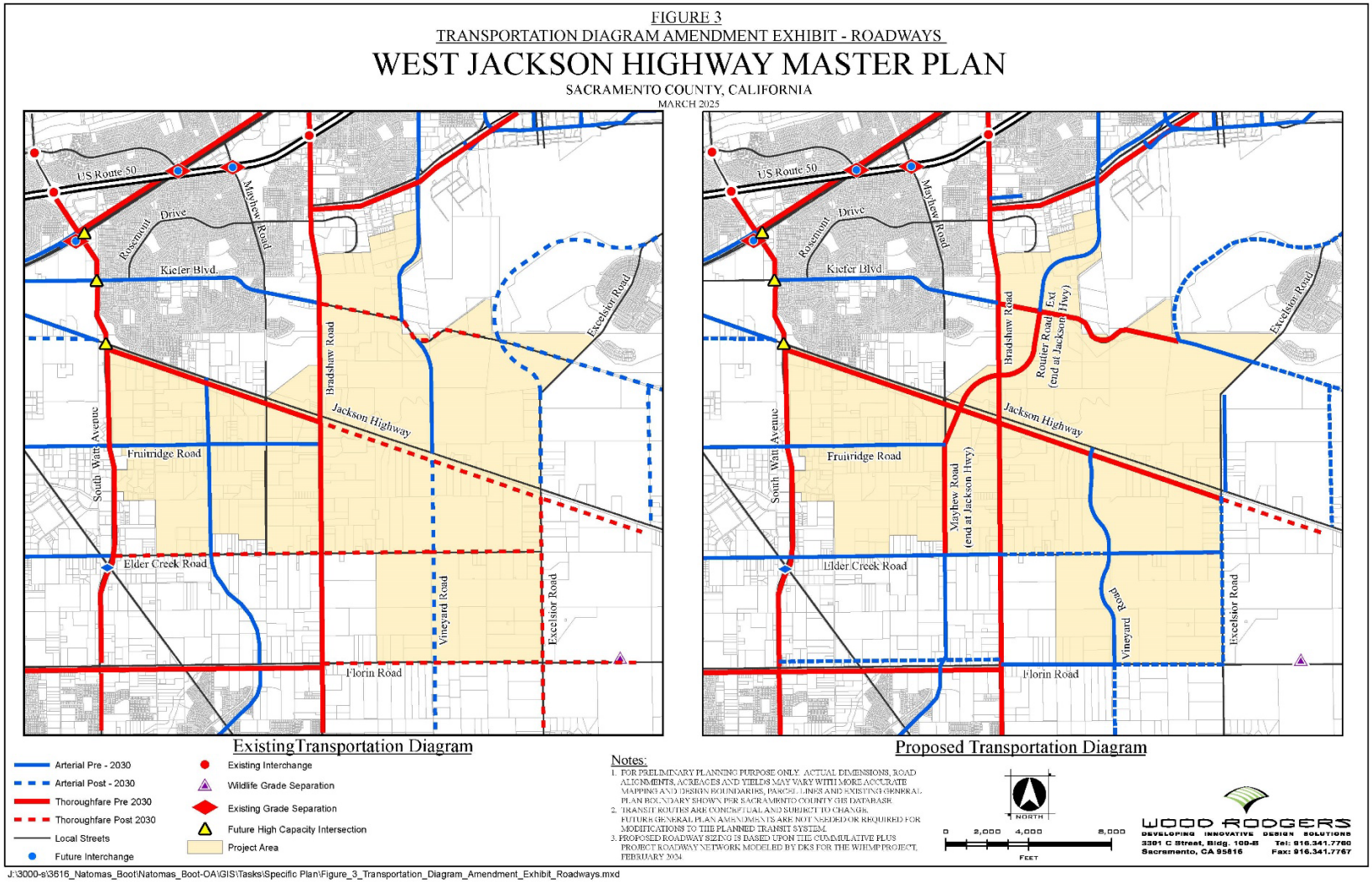


Exhibit "E"
PLNP2008-00240 West Jackson Highway Master Plan
General Plan Transportation Diagram Amendment – Transit

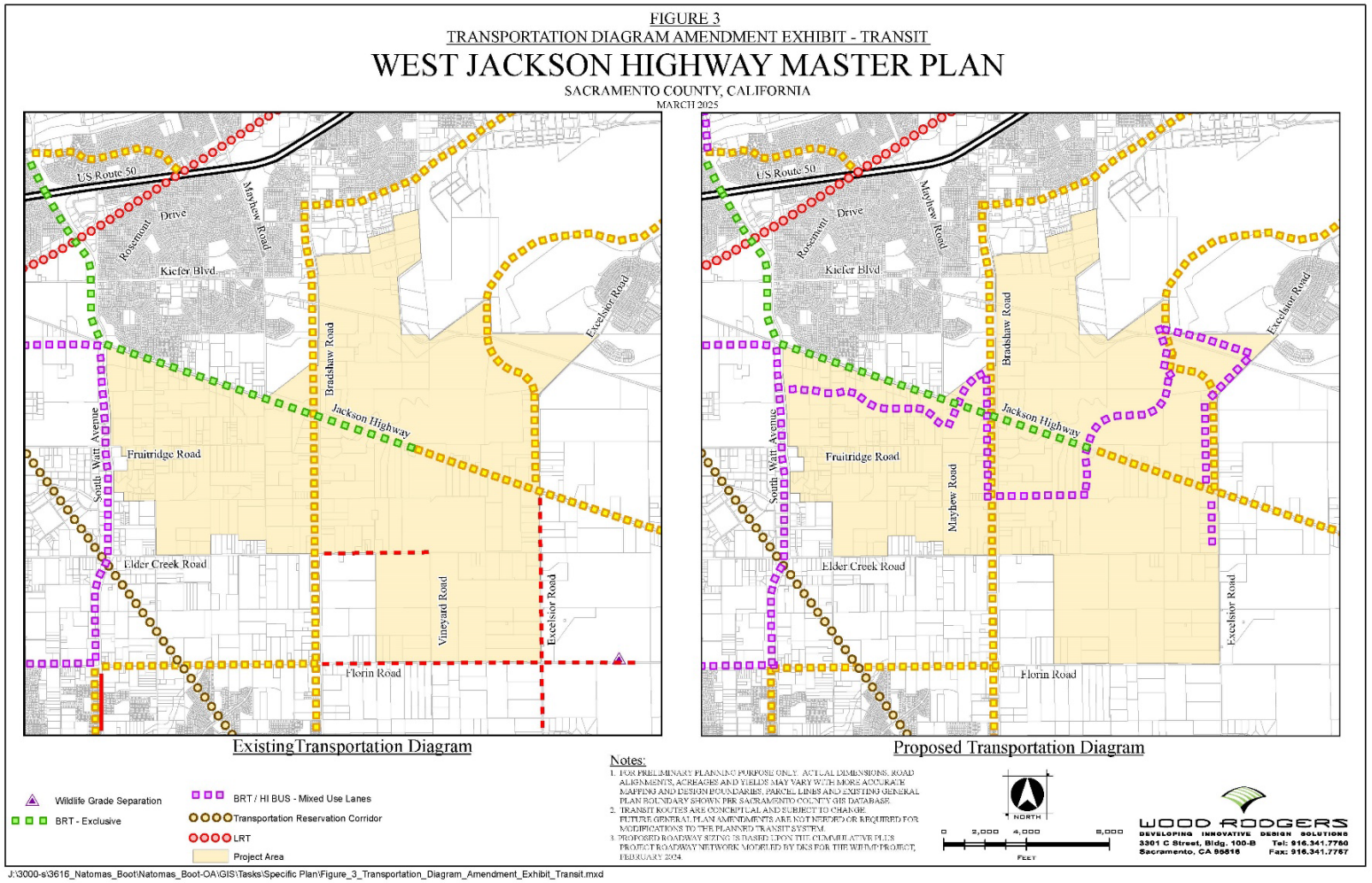
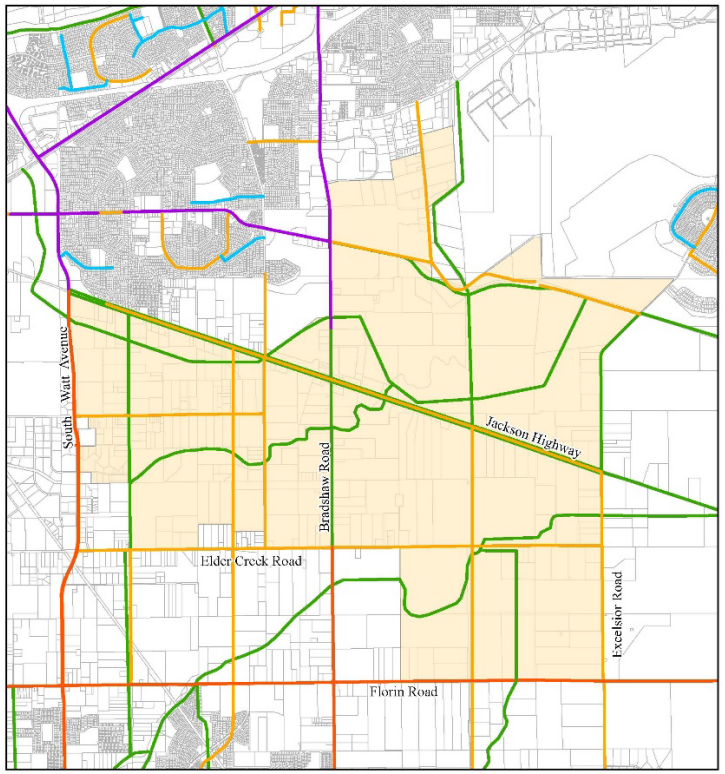


Exhibit "F"
PLNP2008-00240 West Jackson Highway Master Plan
Active Transportation Plan Amendment

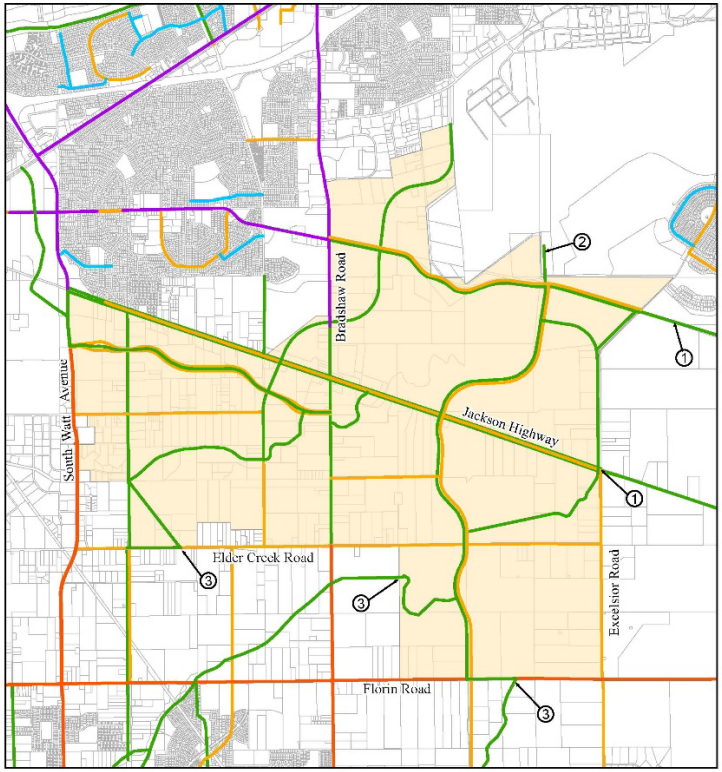
FIGURE 4
ACTIVE TRANSPORTATION PLAN AMENDMENT EXHIBIT

WEST JACKSON HIGHWAY MASTER PLAN

SACRAMENTO COUNTY, CALIFORNIA
MARCH 2025



Existing Active Transportation Plan



Proposed Active Transportation Plan

Proposed Bikeways
- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bicycle Lane (Class IIB)
- Bicycle Boulevard (IIIB)
- Study Corridor
- Project Boundary

Note:
1. - Offsite Alignment to be determined by Jackson Township project
2. - Offsite Alignment to be determined by Mather Airport
3. - Offsite Alignment to be determined by Sacramento County.

FOR PRELIMINARY PLANNING PURPOSE ONLY. ACTUAL DIMENSIONS, TRAIL ALIGNMENTS, ACREAGES AND YIELDS MAY VARY WITH MORE ACCURATE MAPPING AND DESIGN. BOUNDARIES, PARCEL LINES AND EXISTING GENERAL PLAN BOUNDARY SHOWN PER SACRAMENTO COUNTY GIS DATABASE.

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FEET

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Sacramento, CA 95816 Fax: 916.341.7767

J:\1000-s\1426_SR16 Jackson Hwy Corridor Study\SR16_Jackson Hwy-OA\GIS\Tasks\Figure_4_Bicycle_Master_Plan_Amendment_Exhibit_20170417_V1.mxd

RESOLUTION NO. 2025-0401

RESOLUTION OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY, STATE OF CALIFORNIA, AMENDING THE CORDOVA COMMUNITY PLAN

WHEREAS, County of Sacramento has adopted the Cordova Community Plan for the purpose of guiding the County of Sacramento, relative to the development of said community; and,

WHEREAS, public hearings were held before the Cordova Community Planning Advisory Council and the Sacramento County Planning Commission; and,

WHEREAS, the Sacramento County Planning Commission forwarded a recommendation for approval of the proposed amendment to the Cordova Community Plan to this Board.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby approve an amendment to the Cordova Community Plan to change the existing land use designation for properties within the West Jackson Highway Master Plan area to a "West Jackson Highway Master Plan" land use designation referring to the Master Plan for all land use direction as set forth in Exhibit "A" which is attached hereto and incorporated in full by reference.

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors attests that following a public hearing before the County Planning Commission and Board of Supervisors, the Cordova Community Plan is hereby amended, and such amendment is approved by the Board of Supervisors.

On a motion by Supervisor Hume, seconded by Supervisor Rodriguez, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 11th day of June, 2025, by the following vote, to wit:

AYES: Supervisors Desmond, Hume, Kennedy, Rodriguez, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.)

Chair of the Board of Supervisors
of Sacramento County, California

COUNTY OF SACRAMENTO CALIFORNIA

ATTEST: Florence Evans
Clerk, Board of Supervisors

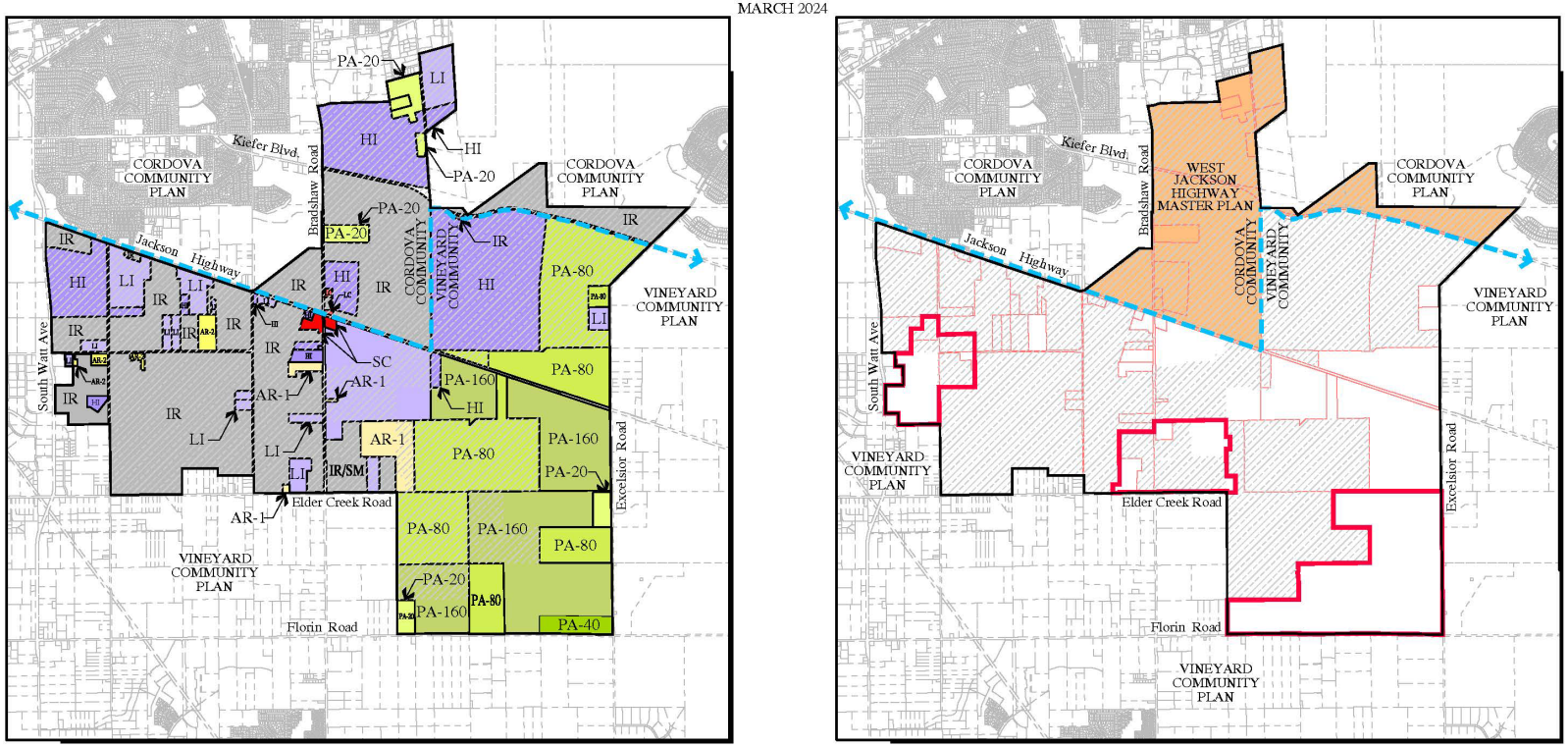
FILED
BOARD OF SUPERVISORS
JUN 11 2025
BY Florence Evans
CLERK OF THE BOARD

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on June 11, 2025
By: _____
Deputy Clerk, Board of Supervisors

Exhibit "A"
PLNP2008-00240 West Jackson Highway Master Plan
Cordova Community Plan Amendment

WEST JACKSON HIGHWAY MASTER PLAN

SACRAMENTO COUNTY, CALIFORNIA
MARCH 2024



Existing Community Plan Designations

- Denotes Proposed West Jackson Highway Master Plan Overlay (1,021.8± Acres)
- Denotes Surface Mining Overlay Zone
- Denotes Community Plan Boundary Line
- Denotes West Jackson Highway Master Plan Designation

Summary

DESIGNATION	APPLICABLE COMMUNITY PLAN	LAND USE	EXISTING	PROPOSED*	DIFFERENCE
PA-20	CORDOVA	PERMANENT AGRICULTURE-AG-20	23.1	0	-23.1
LC	CORDOVA	LIMITED COMMERCIAL	5.3	0	-5.3
LI	CORDOVA	LIGHT INDUSTRIAL	58.3	0	-58.3
HI	CORDOVA	HEAVY INDUSTRIAL	300.8	0	-300.8
IR	CORDOVA	INDUSTRIAL RESERVE	454.4	0	-454.4
WJHMP	CORDOVA	WEST JACKSON HWY MASTER PLAN (CORDOVA)	0	1,117.0	+1,117.0
MAJOR ROADS	CORDOVA	MAJOR ROADS	195.9	0	-195.9
TOTAL			1,112.0 AC	1,112.0 AC	

*PROPOSED COMMUNITY PLAN LAND USE DESIGNATIONS ARE INCLUDED IN WEST JACKSON HIGHWAY MASTER PLAN OVERLAY AREA-1,112.0 AC.

Proposed Community Plan Designations w/ Overlay

FOR PRELIMINARY PLANNING PURPOSES ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGES & YIELDS MAY VARY WITH MORE ACCURATE MAPPING & DESIGN. BOUNDARIES & PARCEL LINES ARE PER SACRAMENTO COUNTY GIS DATABASE. EXISTING COMMUNITY PLAN BOUNDARIES WERE DIGITIZED FROM APPROVED CORDOVA AND VINEYARD COMMUNITY AREA MAPS.

NORTH
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Tel 916.341.7760 Fax 916.341.7767

RESOLUTION NO. 2025-0402

RESOLUTION OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY, STATE OF CALIFORNIA, AMENDING THE VINEYARD COMMUNITY PLAN

WHEREAS, County of Sacramento has adopted the Vineyard Community Plan for the purpose of guiding the County of Sacramento, relative to the development of said community; and,

WHEREAS, public hearings were held before the Vineyard Community Planning Advisory Council and the Sacramento County Planning Commission; and,

WHEREAS, the Sacramento County Planning Commission forwarded a recommendation for approval of the proposed amendment to the Vineyard Community Plan to this Board.

N**OW, THEREFORE, BE IT RESOLVED** that the Board of Supervisors of the County of Sacramento does hereby approve an amendment to the Vineyard Community Plan to change the existing land use designation for properties within the West Jackson Highway Master Plan area to a "West Jackson Highway Master Plan" land use designation referring to the Master Plan for all land use direction. Properties within the WJHMP Future Planning Areas (FPA) will retain their existing General Plan designations and a new West Jackson Highway Master Plan overlay designation will be applied to them as set forth in Exhibit "A" which is attached hereto and incorporated in full by reference.

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors attests that following a public hearing before the County Planning Commission and Board of Supervisors, the Vineyard Community Plan is hereby amended, and such amendment is approved by the Board of Supervisors.

On a motion by Supervisor Hume, seconded by Supervisor Rodriguez, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 11th day of June, 2025, by the following vote, to wit:

AYES: Supervisors Desmond, Hume, Kennedy, Rodriguez, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.)

Chair of the Board of Supervisors
of Sacramento County, California

COUNTY OF SACRAMENTO CALIFORNIA

ATTEST: _____
Clerk, Board of Supervisors

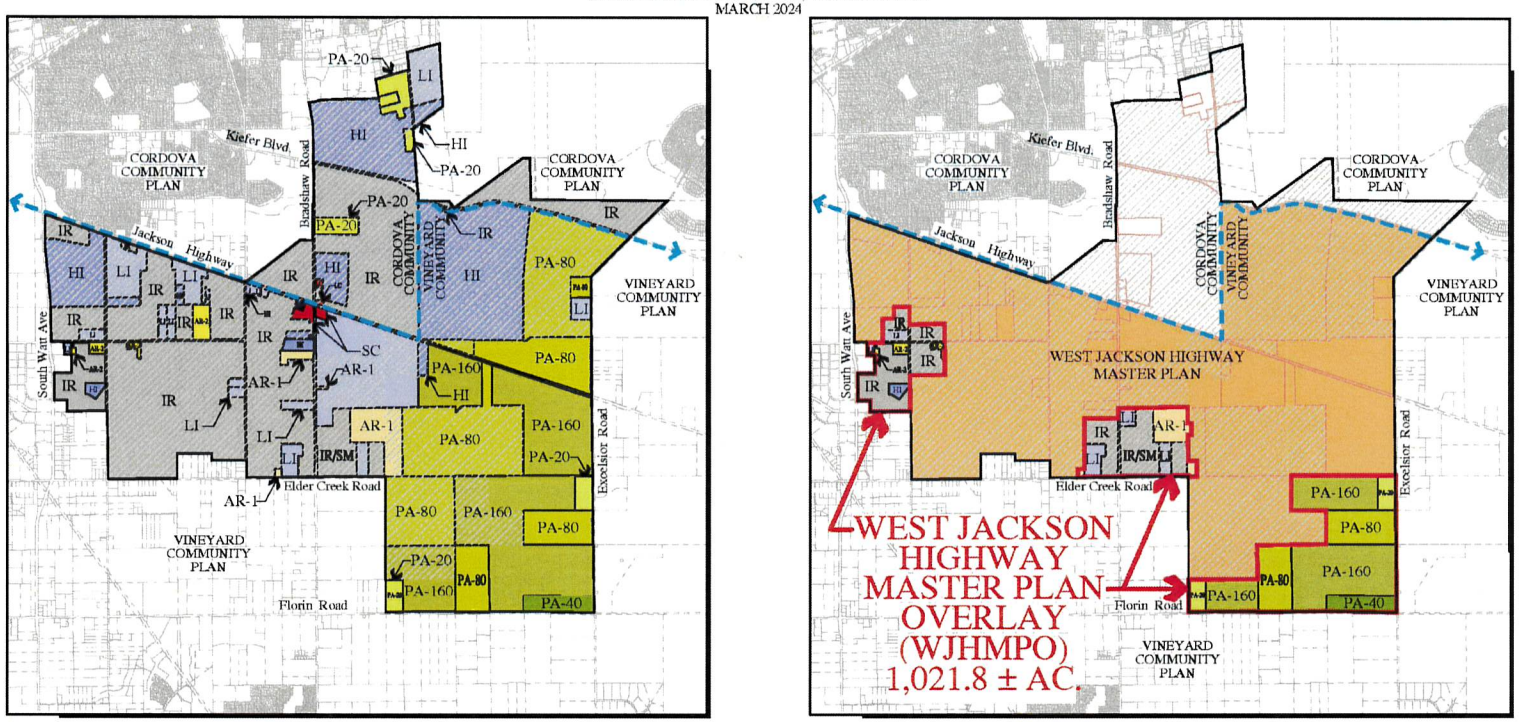
FILED
BOARD OF SUPERVISORS
JUN 11 2025
BY _____
CLERK OF THE BOARD

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on June 11, 2025
By: _____
Deputy Clerk, Board of Supervisors

Exhibit "A"
PLNP2008-00240 West Jackson Highway Master Plan
Vineyard Community Plan Amendment

WEST JACKSON HIGHWAY MASTER PLAN

SACRAMENTO COUNTY, CALIFORNIA
MARCH 2024



Existing Community Plan Designations

- Denotes Proposed West Jackson Highway Master Plan Overlay (1,021.8± Acres)
- Denotes Surface Mining Overlay Zone
- Denotes Community Plan Boundary Line
- Denotes West Jackson Highway Master Plan Designation

Summary

DESIGNATION	APPLICABLE COMMUNITY PLAN	LAND USE	EXISTING	PROPOSED*	DIFFERENCE
PA-20	VINEYARD	PERMANENT AGRICULTURE 10 ac/DU	76.7	76.7	0
PA-40	VINEYARD	PERMANENT AGRICULTURE 40 ac/DU	39.9	39.9	0
PA-80	VINEYARD	PERMANENT AGRICULTURE 80 ac/DU	1,180.2	887.4	-292.8
PA-160	VINEYARD	PERMANENT AGRICULTURE 160 ac/DU	313.4	164.9	-148.5
AR-1	VINEYARD	AGRICULTURE-RESIDENTIAL 1	90.4	65.9	-24.5
AR-2	VINEYARD	AGRICULTURE-RESIDENTIAL 2	47.1	37	-10.1
SC	VINEYARD	SHOPPING CENTER	15.3	0	-15.3
LI	VINEYARD	LIGHT INDUSTRIAL	350.6	80.6	-270.0
HI	VINEYARD	HEAVY INDUSTRIAL	426.5	7.6	-418.9
IR	VINEYARD	INDUSTRIAL RESERVE	1,269.9	268.9	-1,001.0
WJHMPO	VINEYARD	WEST JACKSON HIGHWAY MASTER PLAN (WJHMPO)	0	1,021.8	+1,021.8
ROADS	VINEYARD	ROADWAYS	0.0	11.7	+11.7
TOTAL			4,801.3 AC	4,801.3 AC	

*PROPOSED COMMUNITY PLAN LAND USE DESIGNATIONS ARE INCLUSIVE OF WEST JACKSON HIGHWAY MASTER PLAN OVERLAY AREA (1,021.8 AC.

Proposed Community Plan Designations w/ Overlay

FOR PRELIMINARY PLANNING PURPOSES ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGES & YIELDS MAY VARY WITH MORE ACCURATE MAPPING & DESIGN. BOUNDARIES & PARCEL LINES ARE PER SACRAMENTO COUNTY GIS DATABASE. EXISTING COMMUNITY PLAN BOUNDARIES WERE DIGITIZED FROM APPROVED CORDOVA AND VINEYARD COMMUNITY AREA MAPS.

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ORDINANCE NO. SZC-2025-0003

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY AMENDING THE ZONING CODE OF SACRAMENTO COUNTY, ORDINANCE NO. SZC-2015-0003 ADOPTING THE WEST JACKSON HIGHWAY MASTER PLAN

The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1: The Sacramento County Zoning Code (SZC-2015-0003) is hereby amended to incorporate the adoption of the West Jackson Highway Master Plan for the properties described in Exhibit "A" and as depicted on Exhibit "B", attached hereto and incorporated herein as though set forth in full ("Subject Property").

SECTION 2: INTENT It is the intent of the Board of Supervisors in adopting the West Jackson Highway Master Plan to plan the Subject Properties consistent with the policies of the County General Plan and recognize the uniqueness of the Master Plan for the opportunity it provides to plan a new community containing a mix of uses. The identified land use designations are designed to take advantage of the unique location and topography of the site, as well as create attractive places in which to live, work, and shop.

In addition, the Master Plan will ensure that the intensity, configuration, and design of the land uses are supportive of high quality transit services, biking and pedestrian activity in order to make significant progress toward reducing traffic congestion, vehicles miles traveled, and air pollution while providing diversity in the housing supply, local and regional shopping opportunities and preserving significant open space and wildlife habitat resources within the West Jackson Highway Master Plan area consistent with the South Sacramento Habitat Conservation Plan.

SECTION 3: APPLICABILITY. The West Jackson Highway Master Plan document is hereby incorporated in full by this reference. The provisions of this Article, including the West Jackson Highway Master Plan, shall apply to

the land area described in Exhibit "A" and depicted Exhibit "B". In any case where the West Jackson Highway Master Plan does not provide direction or regulation regarding a specific type of land use, development standard, or administrative/ implementation practices, all applicable provisions of the Sacramento County Zoning Code shall apply. To the extent that any provisions of the West Jackson Highway Master Plan conflict with other provisions of the Sacramento County Zoning Code, the provisions of the West Jackson Highway Master Plan shall prevail.

SECTION 4: WEST JACKSON HIGHWAY MASTER PLAN. The West Jackson Highway Master Plan, attached hereto as Exhibit "C", is the regulatory document for the West Jackson Highway Master Plan area which includes the master plan text and land use plan. The master plan establishes a policy framework for land use, circulation, public services, utilities, resource management, and implementation.

SECTION 5: The adoption of the West Jackson Highway Master Plan shall be subject to, and conditioned upon, compliance with all the conditions set forth in Exhibit "D", which is attached hereto and incorporated herein as though set forth in full.

SECTION 6: The conditions set forth in Exhibit "D" and incorporated herein shall run with the land and shall be directly enforceable by the County against the owner(s), successors and assigns of the Subject Property.

SECTION 7: This ordinance shall take effect and be in full force on thirty (30) days from the date of its passage, and before expiration of 15 days from the date of its passage it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published within the County of Sacramento, State of California.

On a motion by Supervisor Hume, seconded by Supervisor Rodriguez, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 11th day of June, 2025, by the following vote, to wit:

AYES: Supervisors Desmond, Hume, Kennedy, Rodriguez, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.)

Chair of the Board of Supervisors
of Sacramento County, California

FILED
BOARD OF SUPERVISORS
JUN 11 2025
BY _____
CLERK OF THE BOARD

ATTEST: _____
Clerk, Board of Supervisors

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on June 11, 2025
By: _____
Deputy Clerk, Board of Supervisors

EXHIBIT "A"

ASSESSOR PARCEL NUMBERS WITHIN THE WEST JACKSON HIGHWAY MASTER PLAN AREA

062-0030-004 through 030, 062-0041-003 through 027, 062-0042-018 through 028, 063-0012-025, 063-0013-002 through 023, 063-0030-005 through 018, 063-0040-029 through 061, 063-0051-008 through 023, 063-0052-001 through 033, 063-0060-011 through 051, 063-0070-004 through 028, 063-0080-001 through 027, 063-0090-013 through 014, 063-0100-018 through 028, 063-0110-010 through 013, 063-0130-006 through 023, 063-0150-002 through 034, 063-0170-003 through 019, 063-0180-009 through 029, 063-0190-039, 063-0200-001 through 012, 063-0260-015, 066-0030-004 through 020, 066-0050-011 through 015, 066-0060-001 through 014, 067-0150-024 through 057, 067-0160-011 through 098

EXHIBIT "B"
WEST JACKSON HIGHWAY MASTER PLAN AREA EXHIBIT

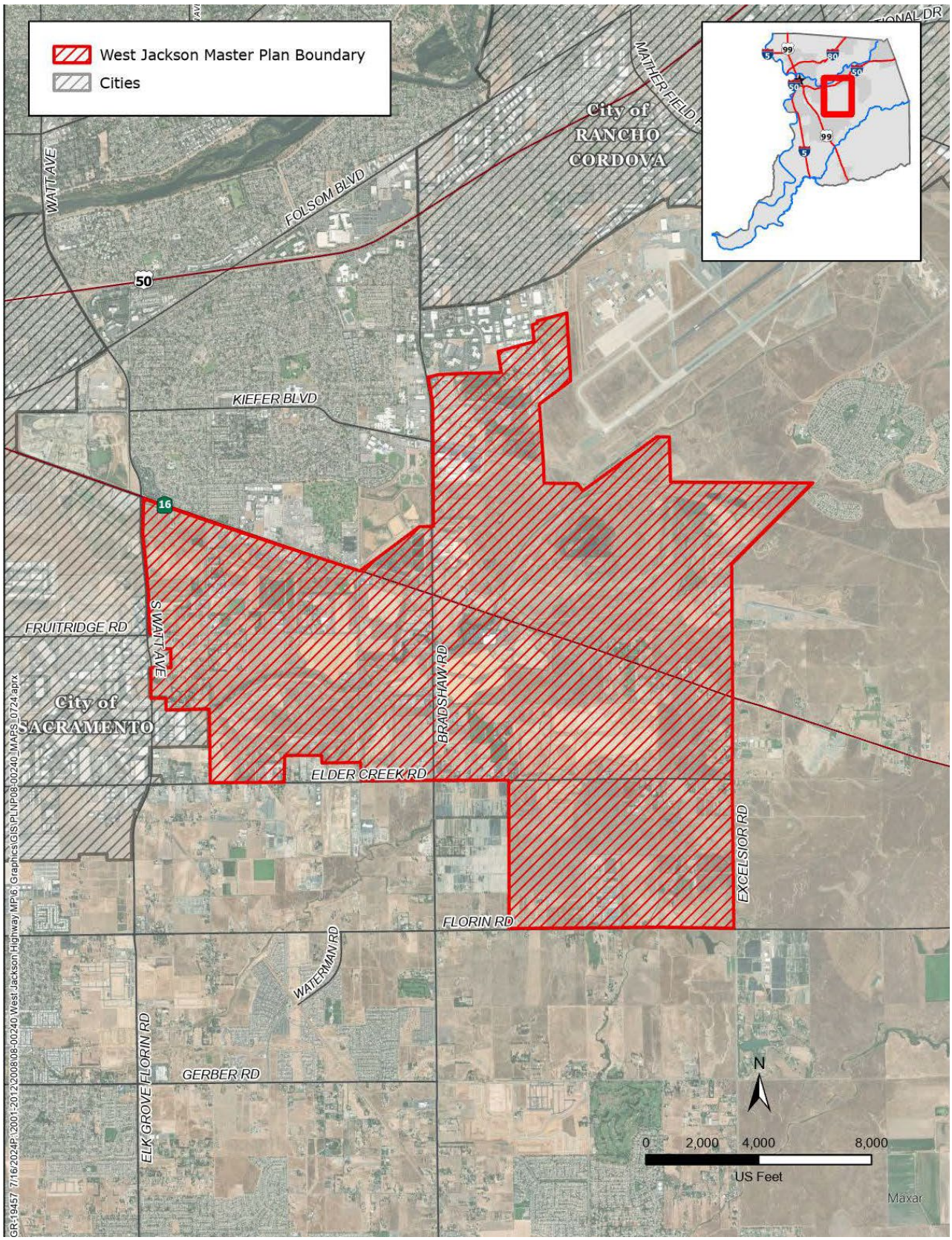
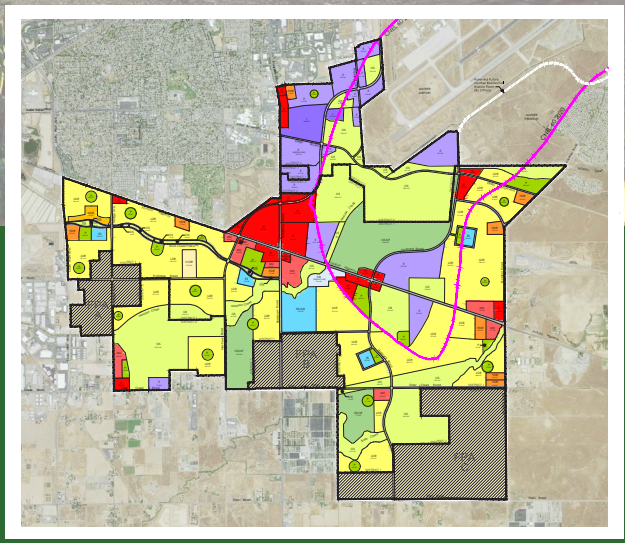


EXHIBIT "C"
WEST JACKSON HIGHWAY MASTER PLAN

WEST JACKSON HIGHWAY MASTER PLAN



STONEBRIDGE PROPERTIES, LLC

GRANITE

April 2025

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

WEST JACKSON HIGHWAY MASTER PLAN

APPROVED BY

Sacramento County Board of Supervisors

Adopted _____

Ordinance No. _____

PREPARED FOR

SACRAMENTO COUNTY

PREPARED BY

GRANITE™

STONEBRIDGE PROPERTIES, LLC

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

April 2025

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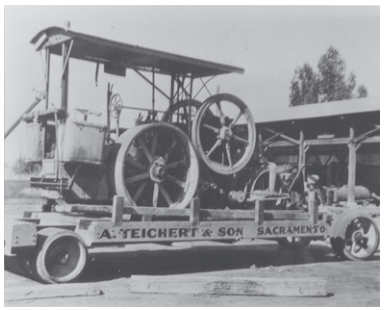
CHAPTER 1: INTRODUCTION

1.1 REGIONAL CONTEXT AND HISTORY

The West Jackson Highway Master Plan Area (the "Master Plan" or "Plan Area") is located within an area historically referred to as the Brighton Township. As shown on Figure 1.1**,** Brighton Township is one of 14 original townships in Sacramento County dating back to the 1880's. Once dubbed the "Best Town that Doesn't Exist," the Brighton Area has a long and productive history dating back over 8,000 years, made possible by the rich bounty nature has provided. The terrain is comprised of ancient rivers that deposited fertile soils and an abundance of sand, gravel, and cobble that supported and nurtured a variety of land uses and settlement patterns over thousands of years.

The earliest inhabitants of the region were the Valley Nisenan, Native Americans who settled along the American River watersheds and flourished due to the natural abundance of fish, game, and vegetation for food; wood and tule for housing; and stone and wood for tools and trade. Nisenan society thrived in this area for thousands of years, and their methods for sustainably cultivating the land and promulgating oak trees and other crops left an imprint upon the land still visible today.





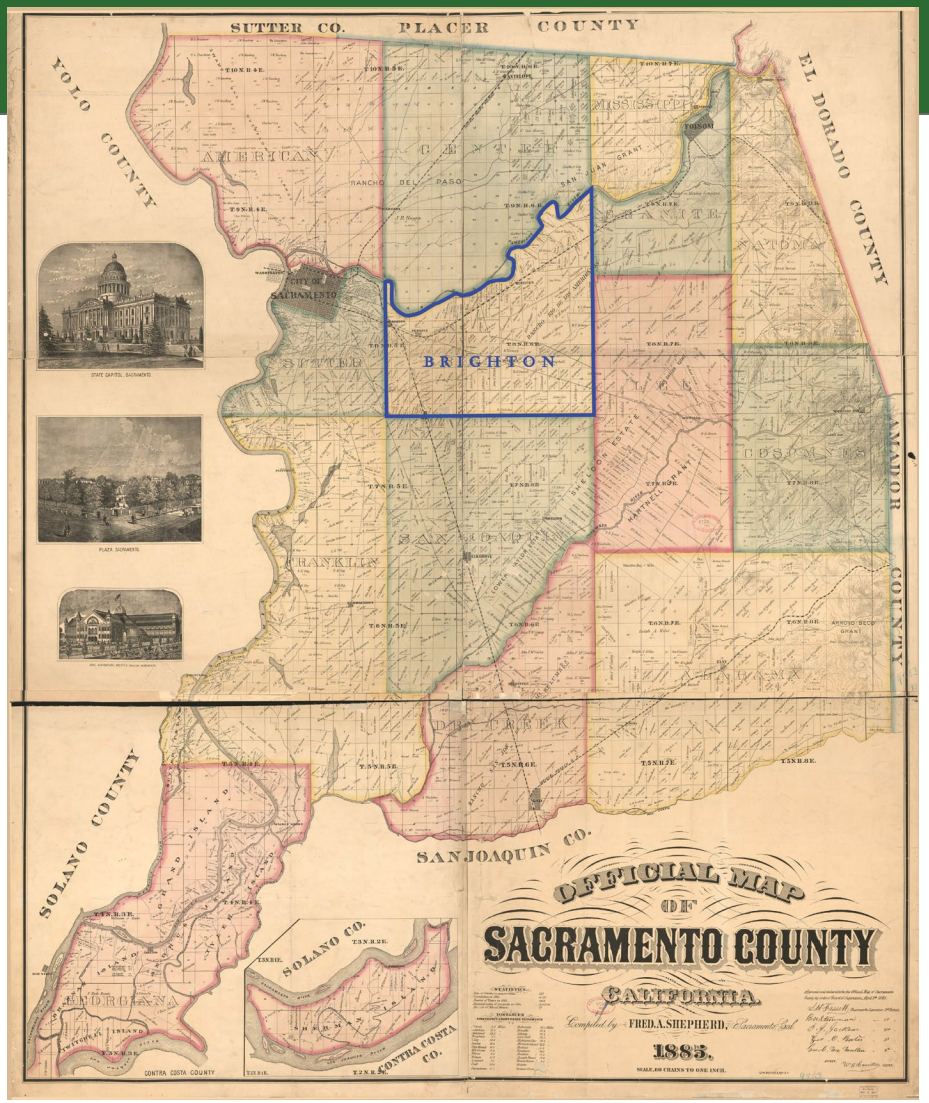
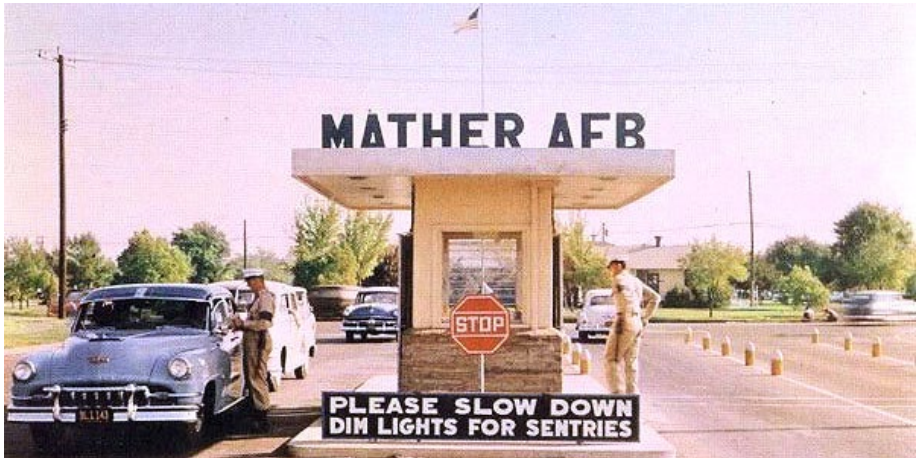
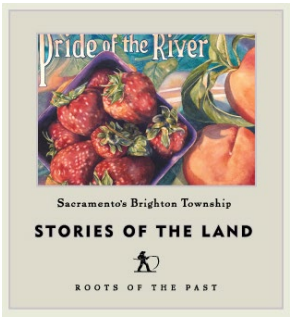


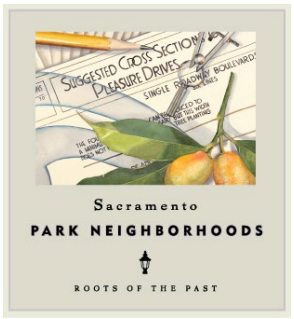
Figure 1.1 Official map of Sacramento County, California.
[San Francisco, Calif.: Britton & Rey] [Map] Retrieved from the Library of Congress, https://www.loc.gov/item/2012592093/.

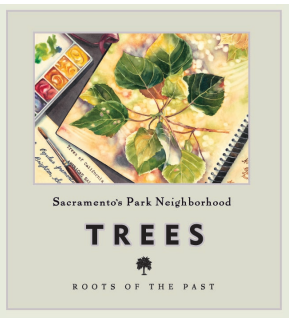
Nisenan society eventually gave way to European exploration and settlement of the area, hastened by the Spanish and Mexican Land Grant system and the later Gold Rush. New immigrants raised cattle, maintained dairy operations, and cultivated dry and row crops, thus transforming the Brighton Area into an agricultural cornucopia once referred to as the "Strawberry Capital of the World." In the early twentieth century many farmers in the area were part of a growing Japanese American community. With the advent of rail service to the area, followed by roadways and automobiles in the 1920's, farming operations faded and began to move outward from Sacramento as these transportation systems reduced the need for farming in close proximity to urban areas. The years leading up to World War II brought numerous changes to the Brighton area as the demand for housing and businesses, and roadways needed to serve them, increased. Mining operations began to extract the area's rich aggregate resources to provide the construction materials necessary to support growth in the Sacramento region. In the years following World War II, population in the region surged as Mather Air Force Base was expanded and mining activities continued along with pockets of industrial and rural residential development dotting the landscape.



Today much of the high-quality construction material within the Plan Area has been mined or is in the process of being mined, and the Plan Area is surrounded by existing and planned development areas, as shown in Figures 1.2 and 1.3. The Master Plan presents an exciting opportunity to transition from mining to an innovative infill and re-use community that is compatible with existing development patterns, including agricultural and agricultural-residential uses.







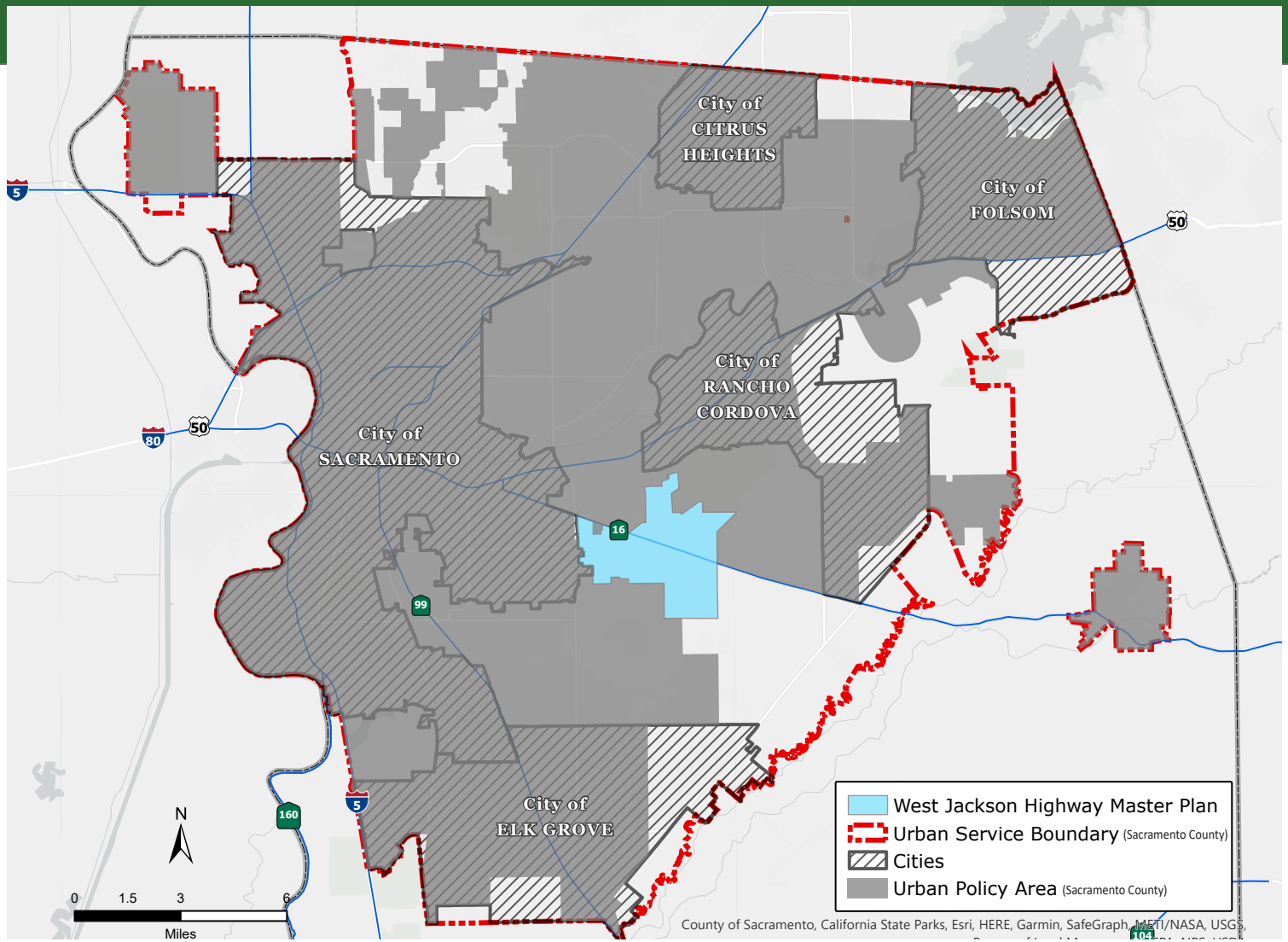


Figure 1.2 Regional Context Map

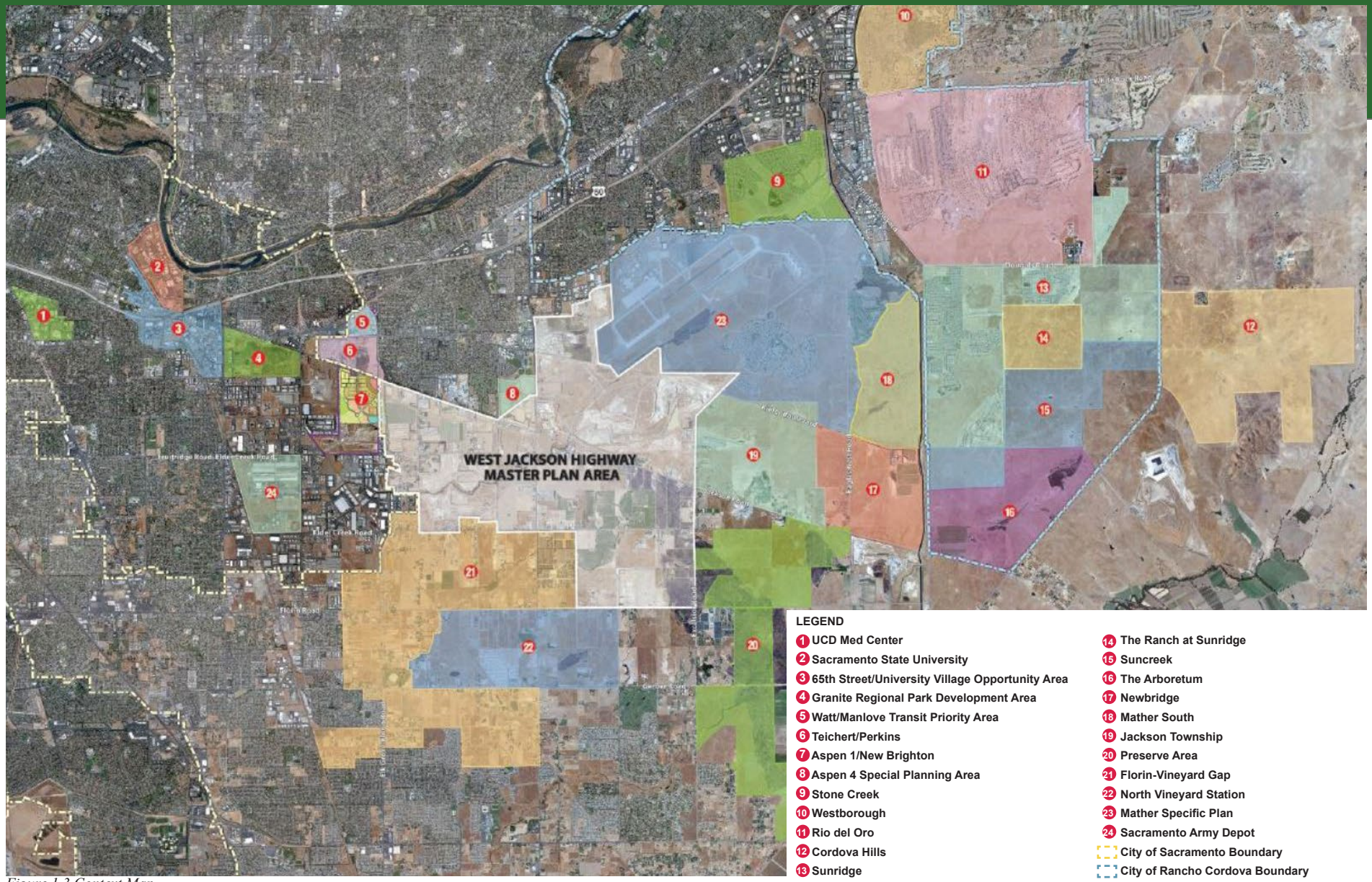


Figure 1.3 Context Map

1.2 PURPOSE AND AUTHORITY

The Master Plan has been prepared to implement Sacramento County General Plan policies, including LU-120, and to guide future development of the 5,913± acre Plan Area in compliance with the Sacramento County Master Plan Procedures and Preparation Guide, dated January 24, 2012. Sacramento County General Plan policy LU-120 states that the County shall only consider approval of a proposed Urban Policy Area (UPA) expansion and/or Master Plan outside of the existing UPA if the Board of Supervisors finds that the proposed project is planned and will be built in a manner that meets certain requirements as outlined in the General Plan. The Plan Area is located within the geographic center of Sacramento County, and provides an exceptional opportunity to bridge existing development patterns within the adjacent Rosemont and Vineyard communities.

The Master Plan is an extension of the Sacramento County General Plan and serves as a planning and policy tool designed to refine and implement County-wide goals, objectives, policies, and design guidelines for the Plan Area. This Master Plan has been prepared to provide the structure necessary to ensure high quality development and a feasible transition from existing to planned land uses. Specifically, the proposed Master Plan creates two District Plan Areas (District 1 and District 2) and three Future Planning Areas (FPAs A, B and C).

The Master Plan establishes specific land uses, policies and standards for development intensity (density and/or floor area ratio) for the properties within District 1 and District 2 of the Master Plan. For the FPA's, future land uses are allocated in the Master Plan for planning purposes, but they are not yet planned in sufficient detail to allow development. In order to support development of the FPAs, additional comprehensive planning efforts will be required as specified in Section 11.3 of this document.

Preparation of this Master Plan has focused on identifying a land use framework and infrastructure improvements that build upon the existing features of the Plan Area to connect existing and new neighborhoods and promote environmental stewardship. This approach focuses on providing a balanced mixture of land uses, transit, circulation and recreational connections, employment opportunities, and distinctive architectural styles to foster a sustainable community.

1.3 MASTER PLAN DESCRIPTION AND ISSUES

The Master Plan sets the framework needed to establish a distinctive community characterized by high quality architecture, urban farms, and a variety of land uses. As further described in this Master Plan, these land uses are intended to promote healthy communities, wellness and incorporate best practices from the most successful master plan communities. These best practices have influenced the vision articulated for the project in Chapter 2, and have shaped the overall land use plan. As shown in Figure 1.4, the Land Use Plan includes a mixture of residential, recreational, commercial, and employment nodes intended to foster a sense of community, reduce vehicle miles traveled (VMT) and support the use of a variety of transportation alternatives within the Plan Area.

The Plan Area is comprised of a mixture of current and former mining, rural residential, institutional, industrial, and natural resource conservation properties located along California State Route 16 (Jackson Highway) in the geographical center of Sacramento County. As shown in Figure 1.5, the Plan Area boundaries are generally Jackson Highway, Kiefer Boulevard and Goethe Road to the north, portions of Elder Creek and Florin Roads to the south, the City of Sacramento to the west and Excelsior Road to the east.

As a result of the mining activities in the Plan Area dating back to the 1930s, the suburban development patterns that characterize the neighboring Rosemont, College Glen, and Vineyard Communities mostly avoided the Plan Area.

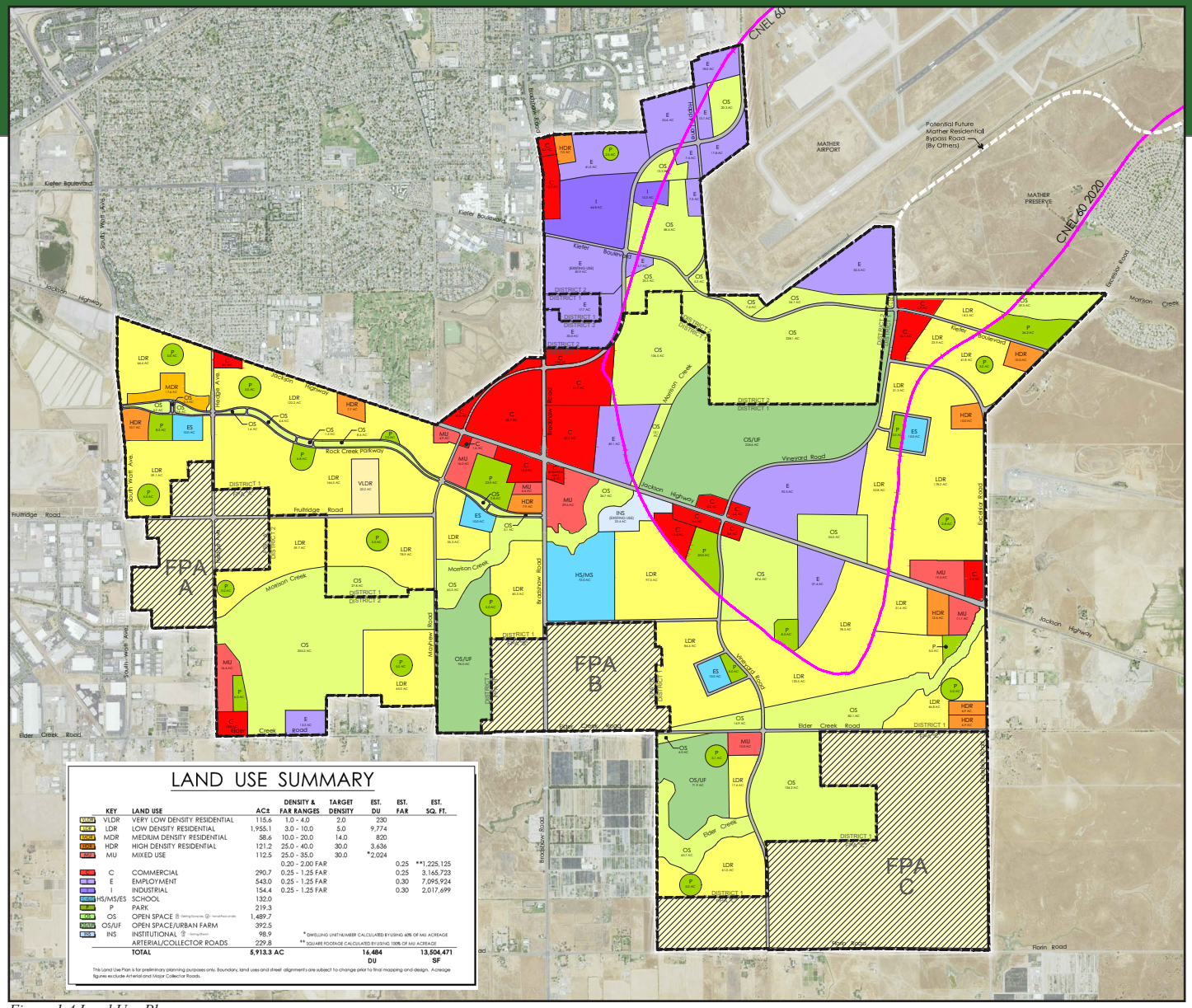


Figure 1.4 Land Use Plan

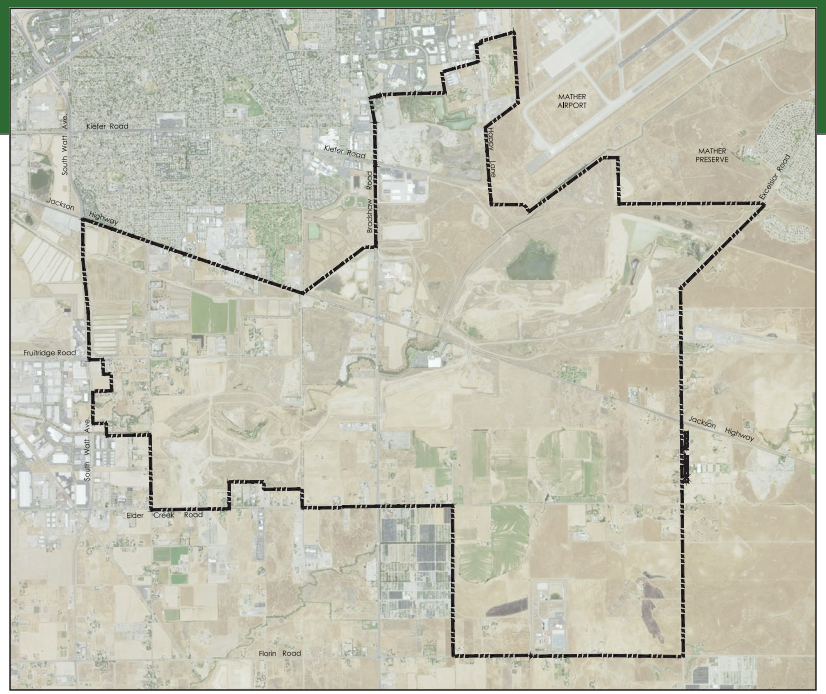


Figure 1.5 Master Plan Boundary Map

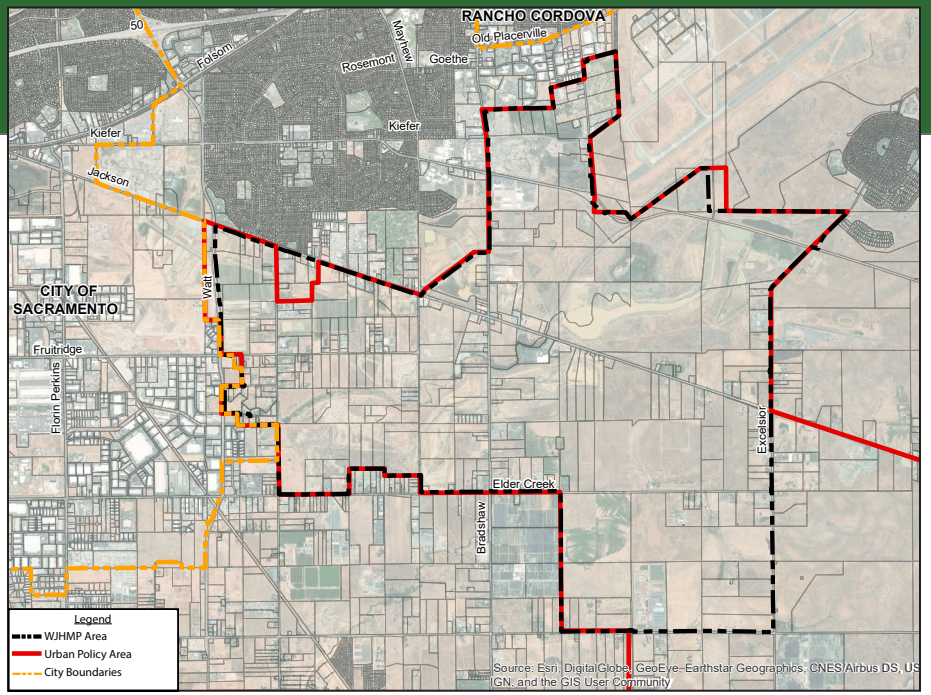


Figure 1.6 Urban Policy Area Map

As a positive consequence, the Plan Area now represents an exceptional reuse opportunity, with roughly 87 percent of the Plan Area boundary abutting the existing Sacramento County Urban Policy Area and the Sacramento City Limits, as illustrated by Figure 1.6. The Sacramento County Urban Policy Area defines the area within the County expected to receive urban services in the near term.

Stonebridge Properties, LLC ("Stonebridge" and/or "Teichert") and Granite Construction Company ("Granite", and collectively the "Project Applicants") separately own a total of 4,079± acres in the Plan Area, with Stonebridge owning 3,016± acres and Granite owning 1,063± acres. In total, properties owned by the Project Applicants represent 69 percent of the total Plan Area acreage. Properties owned by the Project Applicants primarily include aggregate mining sites used for sand and gravel extraction, of which many have already been reclaimed. Although most of the mining in the Plan Area is complete, considerable portions of the Applicants' properties still support various construction materials and other mining related activities. For example, Granite operates its Bradshaw aggregate processing facility, which includes an aggregate processing plant, construction materials recycle operation, and asphaltic concrete batch plant at the northeast corner of Bradshaw Road and Kiefer Boulevard.

In addition to the Project Applicants, a number of non-participating landowners are included within the Plan Area, as illustrated by Figure 1.7. These properties include small rural residential parcels, institutional landowners such as the Elk Grove Unified School District, religious organizations, and various industrial users.

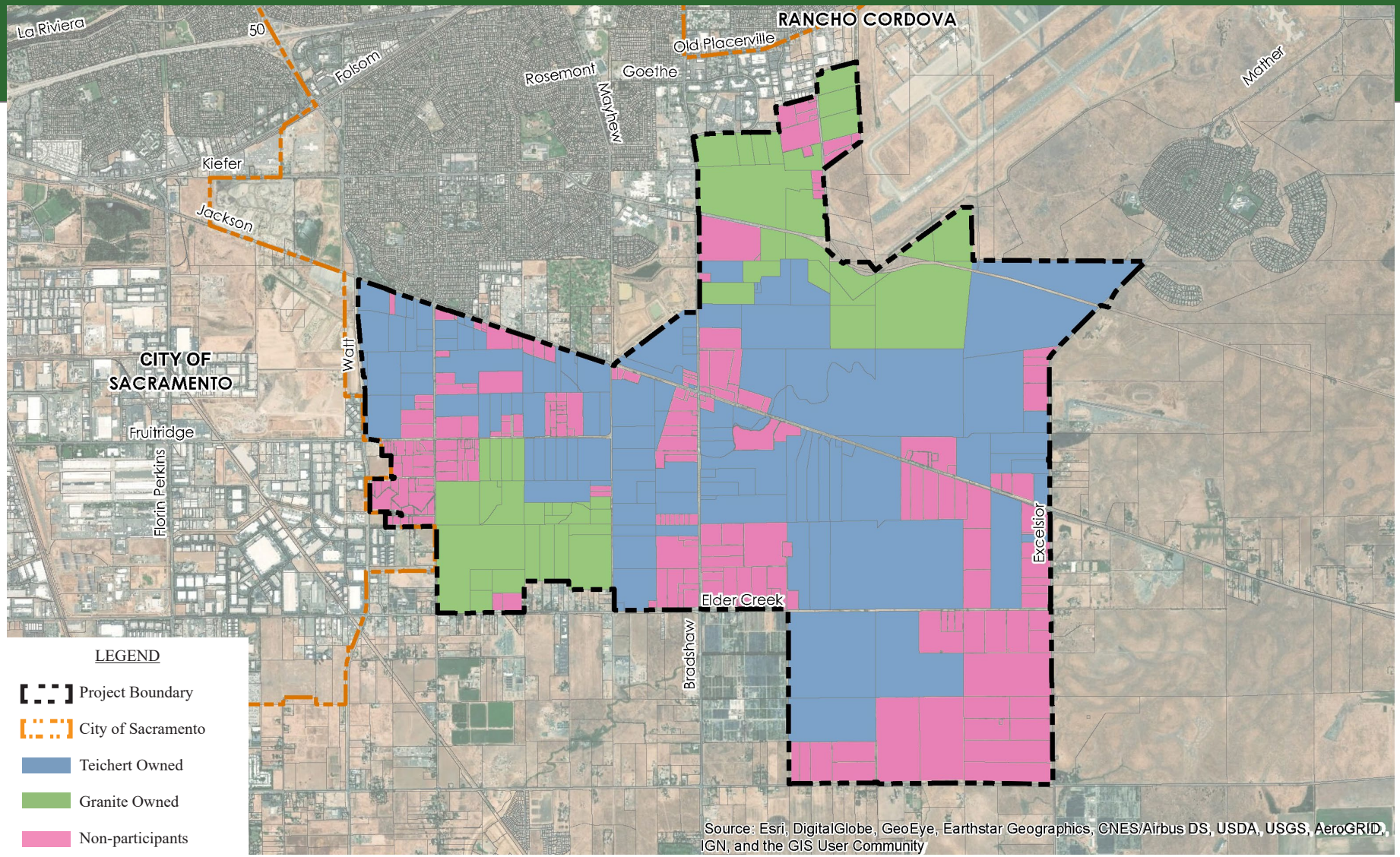


Figure 1.7 Participating Owners







1.4 PROJECT JUSTIFICATION

The Master Plan serves as the implementation tool of the Sacramento County General Plan for development of the Plan Area. The Plan has been prepared to direct a well-balanced mixture of land uses appropriate for a reuse site and to encourage the transition of former industrial areas into a new community in close proximity to employment, transit, educational, and recreational uses. This request is justified for the following reasons:

A. The Master Plan is consistent with and implements the County's 2030 General Plan goals and policies which embrace, among other things, smart growth policies outlined in Land Use Policy 120.

B. The Master Plan will comply with and help encourage development consistent with the goals of AB 32, SB 32 and SB 375 by locating new development adjacent to urbanized areas and reducing associated VMT and greenhouse gas emissions through smart growth policies consistent with the requirements of LU-119 and LU-120 of the Sacramento County General Plan.

C. The Master Plan is anticipated to be net negative in green house gas emissions for residential uses and net-zero for non-residential uses. Trips generated by the Master Plan will not produce VMT in excess of the requirements of SB 375.

D. The establishment of the Master Plan represents a logical extension of urban services and land uses to an area surrounded by existing development.

E. The Master Plan will utilize existing infrastructure and services, such as the Watt/Manlove Light Rail Station, Bradshaw Sewer Interceptor, Vineyard Surface Water Treatment Plant, and the planned high-capacity bus network for the Jackson Highway and South Watt Avenue Corridor.

F. The Master Plan will connect existing uses and communities through the introduction of a comprehensive trail and transit system which provides connectivity to the Plan Area and adjacent communities.

G. The Master Plan will provide a range of needed housing along the Highway 50 corridor. The plan for reuse of the property provides a residential base for proximate existing and future employment centers, thus contributing to a reduction in vehicle miles traveled (VMT) and improving the overall jobs-housing balance within the Master Plan vicinity.

H. The Master Plan promotes best planning practice by providing a variety of housing types and densities in a variety of settings (including both residential neighborhoods and mixed-use nodes) on a reuse site adjacent to existing services and close to existing employment, public services and transit.

I. The range of housing types and sizes provided for in the Plan Area will supply a variety of housing opportunities.

J. The Master Plan utilizes adopted Sacramento County Design Guidelines and provides Supplemental Design Guidelines for Districts 1 and 2, ensuring land use compatibility and high-quality design within neighborhoods.

K. The Master Plan will consider and complement regional planning efforts by taking into account the Sacramento Area Council of Government's (SACOG's) 2004 Blueprint Vision and the 2035 Metropolitan Transportation Plan, existing visioning documents for Jackson Highway, the South Sacramento Habitat Conservation Plan (SSHCP), the Sacramento Air Quality Management District's State Implementation Plan, and Regional Transit's Master Plan. These plans will be updated in the future to reflect future development within the Master Plan.

L. The Master Plan includes detailed information related to land use, infrastructure, design, and implementation needed to provide for the development of the Plan Area. For FPAs, this Master Plan sets forth the appropriate expectations and mechanisms for the preparation of subsequent comprehensive planning documents that would be required to support future development.

M. The Plan Area provides a comprehensive drainage and flood control system which will enhance flood safety for the area and beyond through the improvement and certification of existing facilities and the addition of new drainage and flood control facilities.

N. The Master Plan incorporates pedestrian and transit-oriented features, including the Rock Creek Parkway designed to include a central spine pedestrian and bike trail and an area reserved for future transit right-of-way.

O. The Master Plan fulfills the County General Plan policies related to revenue neutrality and will not impose a fiscal burden on Sacramento County to fund services necessary to support development pursuant to the Master Plan.

1.5 DOCUMENT ORGANIZATION

This document presents guiding goals, objectives, policies, and guidelines to communicate a desired direction or intent for carrying out development consistent with this Master Plan. The guiding goals set forth high level goals, and the objectives and policies establish minimum expectations for development within the Master Plan. Lastly, the guidelines establish design preferences.

The Master Plan is organized into 11 chapters, which are organized as follows:

Chapter 1: Introduction

Discusses the history, purpose and intent of the document, project description, organization, and relationship of the Master Plan to the Sacramento County General Plan and related documents.

Chapter 2: Vision and Goals

Identifies the vision behind development of the Master Plan, and the guiding principles which will be implemented by project specific development within the Plan Area.

Chapter 3: Existing Conditions

Describes the existing setting of the Plan Area, including the physical setting, adjacent land uses, regulatory conditions, as well as General Plan and zoning designations.

Chapter 4: Land Use Plan

Sets forth the land use framework and objectives for future development within the Plan Area.

Chapter 5: Mobility

Sets forth the circulation framework for planned improvements to the transportation network within the Plan Area, including roadways, transit and trails.

Chapter 6: Parks and Open Space

Describes the provision of parks, open space, and recreational facilities within the Plan Area.

Chapter 7: Public Infrastructure

Describes the major backbone infrastructure systems needed to support the project including sanitary sewer, water, storm drainage and flood control.

Chapter 8: Public Services

Identifies public service providers and service standards for schools, libraries, and public safety.

Chapter 9: Environmental Justice

Details the environmental justice topics applicable to this Master Plan, including connections and services for existing adjacent communities, healthy food access, physical activity, safe and sanitary homes, quality public facilities, social mobility, and pollution exposure reduction.

Chapter 10: Climate Change Adaptation & Resiliency

Specifies the various objectives for greenhouse gas and natural hazard impact reductions by serving as a guiding document for integrating adaptation strategies and resiliency approaches in the design of future development.

Chapter 11: Administration

Identifies necessary measures and procedures for successful implementation and administration of the Master Plan, including environmental review, establishment of Special Planning Areas (SPAs), revisions and amendments, density transfers, subsequent entitlements, and financing strategies.

Appendix

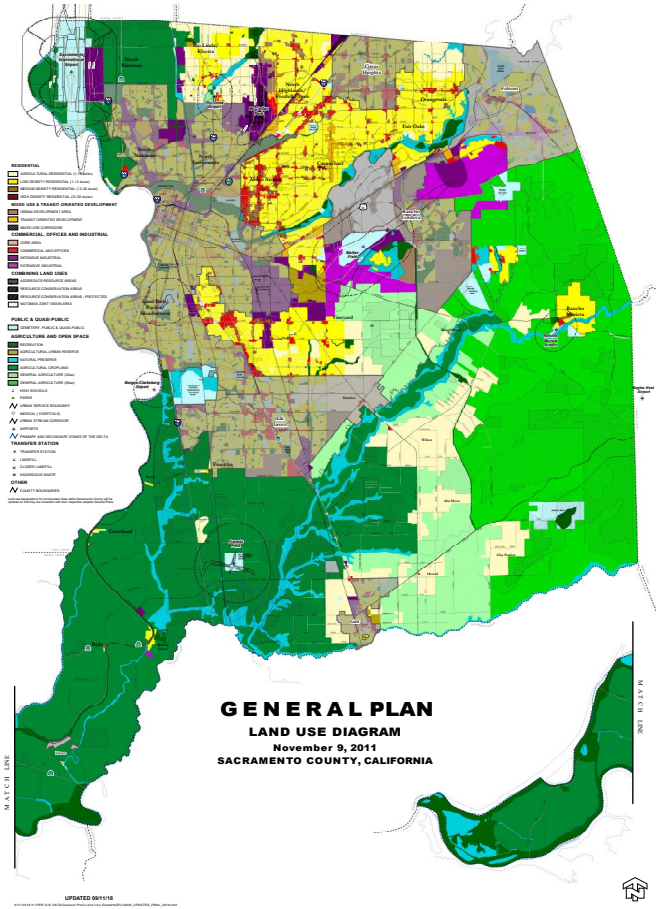
The Master Plan includes Supplemental Design Guidelines that provide landscaping, siting, and architectural design requirements for development within the Plan Area to provide additional details and supporting information.

1.6 RELATIONSHIP TO GENERAL PLAN

2030 County General Plan

The Master Plan is consistent with the goals, objectives, and policies of the Sacramento County General Plan, as adopted in November 2011. According to Government Code Section 65454, no Specific Plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan. Although the Master Plan is not classified as a Specific Plan, the adoption of the Master Plan required a General Plan Amendment to modify the boundaries of the Urban Policy Area in order to maintain consistency with the General Plan.

Land Use Policies LU-119 and LU-120 of the Land Use Element of the General Plan specify administrative procedures to amend the General Plan Land Use Diagram to consider approval of a Master Plan. The Master Plan has been prepared consistent with these policies.



1.7 RELATIONSHIP TO COMMUNITY PLANS

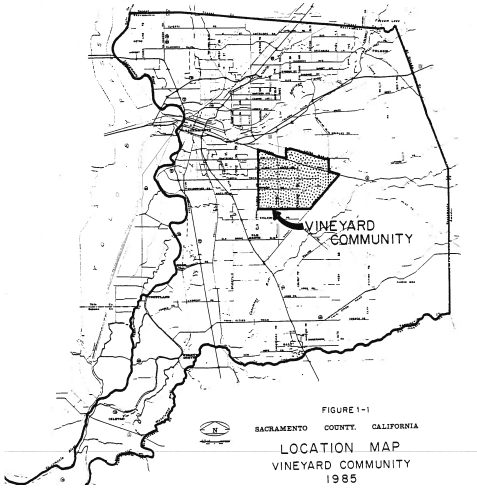
1.7.1 Vineyard Community Plan (1985)

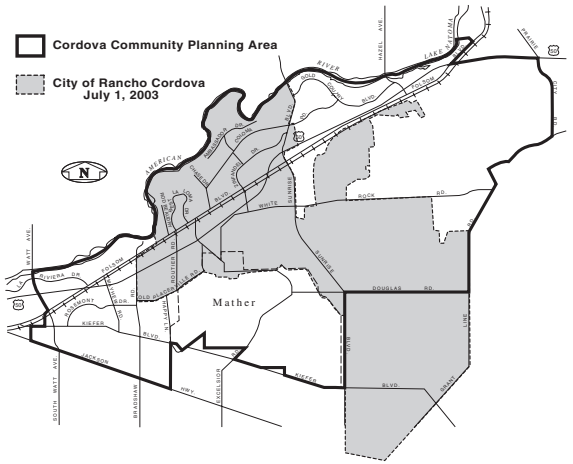
Lands within the Plan Area south of State Highway 16 (Jackson Highway) and a portion north of Jackson Highway are within the Vineyard Community Plan Area. The Vineyard Community Plan was adopted in 1985 and was intended to be a guide for future growth and development in the Vineyard area. However, many of the Vineyard Community Plan's land use assumptions are now obsolete because of significant land use changes since its adoption. For example, the Vineyard Community Plan assumed that the Vineyard community would retain its rural character. Instead, large areas of Vineyard developed after the County's 1993 General Plan opened up the area to urban development. Another assumption was that Mather Air Force base would continue as a military facility and that its associated noise impacts would have a major influence on land uses in most of the Vineyard community. Subsequent to the Vineyard Community Plan adoption, however, noise impacts have been significantly reduced because of the military base's closure and conversion to a civilian airfield and air cargo facility.

The Vineyard Community Plan has been amended to include a "West Jackson Highway Master Plan" land use designation. The land use designation and overlay reflect that the Master Plan is the primary framework for guiding new development within the Plan Area.

1.7.2 Cordova Community Plan (2003)

In 2003, the Board of Supervisors adopted the Cordova Community Plan to replace a prior version adopted in 1973. The Cordova Community Plan was prepared to enable Sacramento County and the later-incorporated City of Rancho Cordova to coordinate land use strategies, particularly for development along Folsom Boulevard and near light rail stations. This document is applicable to properties that are within the Cordova Community planning area but are outside of the boundaries of the City of Rancho Cordova.





A portion of the Plan Area north of State Highway 16 is within the Cordova Community Plan Area. The Cordova Community Plan has been amended to include a "West Jackson Highway Master Plan" land use designation that applies to all properties within the Community Plan area. This reflects that the Master Plan is the primary framework for guiding new development within the Plan Area.

1.8 RELATIONSHIP TO FUTURE PLANNING AREAS

The Master Plan provides the necessary detail and framework for development of Districts 1 and 2, as further described in Chapters 4 and 11 of the Master Plan. FPAs do not possess this necessary level of detail at this time. While Master Plan land use designations are not assigned to the FPAs, land use allocations have been identified for each FPA (see Section 4.3 for FPA land use allocations). Additionally, a "West Jackson Highway Master Plan" General Plan land use overlay applies to properties within the FPAs. The existing General Plan land use designations would remain as the underlying designation. In order to support development of the FPAs consistent with the land use allocations, the FPAs would need to be comprehensively planned pursuant to the process and criteria presented in Section 11.3.

1.9 DEVELOPMENT AGREEMENTS

Concurrent with or subsequent to approval of the Master Plan or any specific plan, property owners within the Plan Area may enter into development agreements with Sacramento County as authorized by Government Code Sections 65864 et seq. Development agreements define individual property owner obligations relating to the construction and financing of infrastructure, financial contributions for infrastructure maintenance and public services, and other obligations which may be imposed by the County as a condition of development. In exchange, a development agreement gives the property owner certain vested rights to develop in conformance with the policies, rules, and regulations in effect at the time of approval.

1.10 REGULATORY SCOPE AND ENVIRONMENT

1.10.1 Visioning Study – Jackson Highway and Grant Line East Areas (2008)

During the early days of the preparation process for the 2030 General Plan Update, two areas in the unincorporated area of Sacramento County were studied as potential new growth areas that could develop during the planning horizon of the General Plan. This study included an extensive public outreach process and culminated in written objectives and policies to guide potential development for 30,000 acres of the eastern part of the unincorporated County, known as the Jackson Highway Visioning Area and the Grant Line East Visioning Area. Although the Visioning Study was not ultimately adopted by the Board of Supervisors, the study's objectives and policies are considered in this Master Plan. The Master Plan is located within the Jackson Highway Visioning Area as shown in Figure 1.8.

The Visioning Study provides a critical link between broad policy documents that guide growth on a region- or county-wide basis, such as the Sacramento Area Council of Governments (SACOG) adopted Blueprint Vision, the Sacramento County General Plan and more detailed community plans such as this Master Plan. Policies, guidelines and conceptual plans contained in the Visioning Study have provided guidance in developing many of the objectives and policies in this Master Plan.

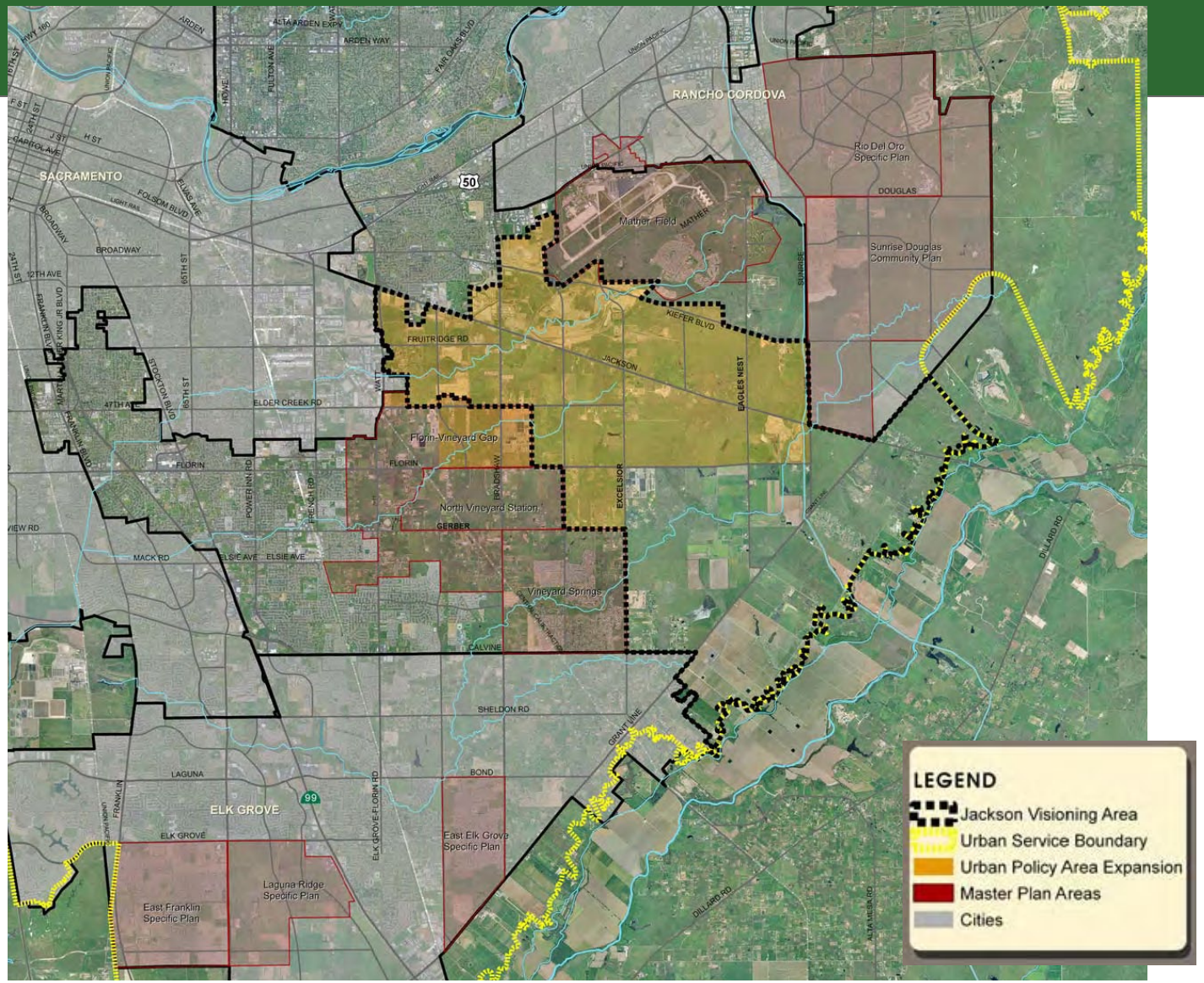


Figure 1.8 Jackson Highway Visioning Area

1.10.2 SACOG Blueprint

SACOG is the Metropolitan Planning Organization for the six-county region. The SACOG Board of Directors adopted the Preferred Blueprint Scenario in December 2004, a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to traditional patterns of low- density suburban development. See Figure 1.9.

The Blueprint identified the Plan Area as a prime opportunity for a variety of residential, mixed use, industrial, and open space uses to help promote compact land uses and support transit-oriented development.

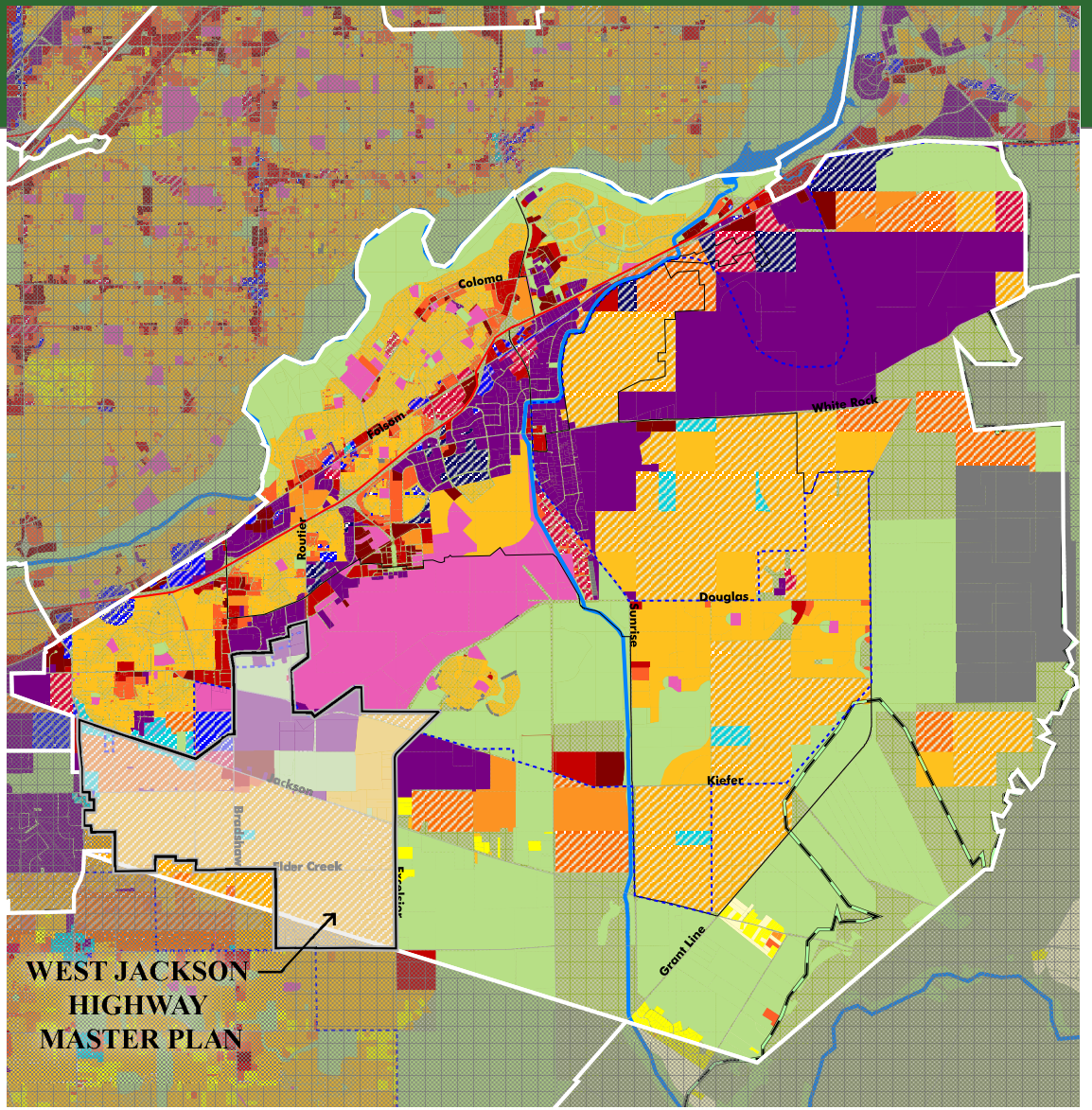


Figure 1.9 Blueprint Preferred Scenario, Rancho Cordova Area

Metropolitan Transportation Plan / Sustainable Communities Strategy

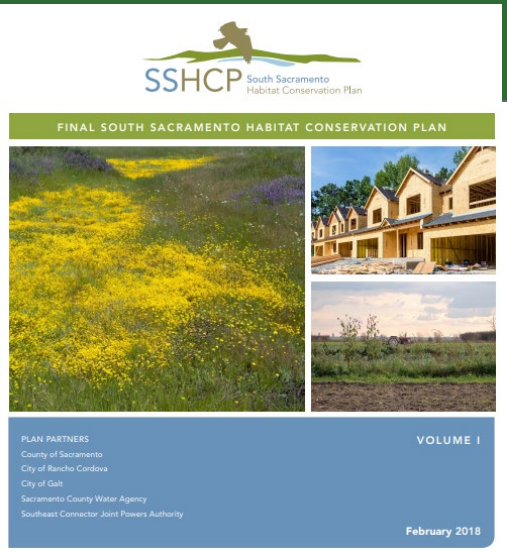
On November 18, 2019, the SACOG Board adopted the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), using the Preferred Blueprint Scenario as the basis for the land use on which regional transportation investments will be made. SACOG is responsible for developing the federally required MTP and the new State-required Sustainable Communities Strategy (to be updated every four years) in coordination with the 22 cities, six counties, and other partner agencies in the greater Sacramento region.

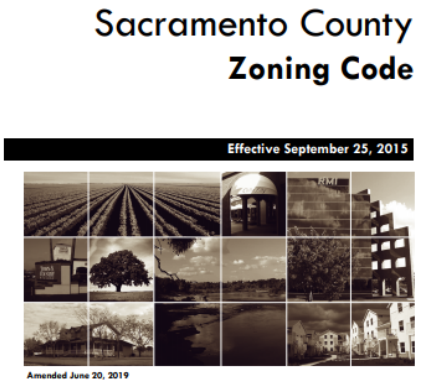
Any transportation projects in the six-county region using federal and state funding must be included in the MTP/SCS. The MTP/SCS must conform to air quality goals for the region, satisfy financial constraints such that all transportation projects can be reasonably funded, and undergo extensive public review. Based on projections for growth in population, housing and jobs, the MTP/SCS is key to the quality of life and economic health of the region.

1.10.3 South Sacramento Habitat Conservation Plan

The Plan Area is within the geographic scope of the South Sacramento Habitat Conservation Plan (SSHCP). The SSHCP is a regional approach to addressing issues related to urban development, habitat conservation and agricultural protection. The SSHCP is an agreement between state/federal wildlife and wetland regulators and local jurisdictions, which allows landowners to engage in "incidental take" of listed species (i.e., to harm or kill species) in return for conservation commitments from local jurisdictions and landowners.

The SSHCP assists in habitat conservation by consolidating environmental efforts to protect and enhance wetlands (primarily vernal pools) and upland habitats. This results in effective landscape-scale conservation rather than irregular and small preserves that may not retain biological values over the long term. The SSHCP also assists urban development by identifying and minimizing regulatory hurdles, which in turn streamline the permitting process for development projects and certain public infrastructure projects.





Although many of the natural resources within the Plan Area have been impacted by prior land uses, some natural and man-made resources remain. Future impacts to these resources may require mitigation, and the Plan Area is situated within the geographic scope of the SSCHP and is able to mitigate through this program. Other mitigation opportunities may exist at the time of impacts and will be evaluated on a case by case basis to determine the appropriate mitigation strategy.

1.10.4 Sacramento County Zoning Ordinance

The Master Plan will be implemented through reliance on zoning code designations. In the future, if a Special Planning Area (SPA) is adopted, then the Master Plan could be amended to reference the SPA.

1.10.5 Sacramento County Subdivision Ordinance

Subdivision of properties within the Plan Area will conform to design and improvement standards contained in Title 22 of the Sacramento County Land Development Code. Prior to the subdivision of any property in the Plan Area, the County must approve a parcel or tentative map, and a final map must be filed for that property with the County Recorder. As conditions of map approval, the County may require dedication of land, payment of impact fees and the construction of public improvements reasonably required for the promotion of health, safety and welfare.

1.11 RELATIONSHIP OF MASTER PLAN TO SACRAMENTO COUNTY ZONING CODE, AND COUNTY-WIDE DESIGN GUIDELINES

For the purposes of future development applications in the Plan Area, standards will be applied using the following hierarchy:

- Master Plan: Provides vision, goals, objectives, policies and guidelines for development of the Master Plan area consistent with the Master Plan land use plan. Where silent, the standards of the Zoning Code apply.
- Zoning Code: Provides use and development standards based on zoning districts compatible with Master Plan land use plan.
- County Design Guidelines: Provides design guidance for development as supplemented by Appendix A of this Master Plan.

1.12 SEVERABILITY

If any regulation, condition, program, or portion of this Master Plan is held invalid by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof.

All subsequent entitlements and approvals relating to land or infrastructure within the Plan Area, including but not limited to subdivisions, public works projects, and rezones, must be consistent with this Master Plan, as required by Government Code Section 65455.

CHAPTER 2: VISION AND GOALS

2.1 VISION

The Master Plan represents the culmination of a multi-year effort aimed at establishing a framework for the successful transformation of the Plan Area. The Master Plan framework will transition the Plan Area from a patchwork of former mining, industrial, institutional and rural residential properties into a community that showcases community design and features strong historical references to its agrarian past. The Master Plan also recognizes the existence of agricultural, large lot residential, and institutional land uses within the Plan Area, and provides a mechanism to promote compatibility of future community development with the continuation of those existing land uses.

The Sacramento County General Plan requires preparation of a master plan policy document that identifies and addresses orderly development for any project located outside of the Urban Policy Area (UPA). The Master Plan is designed to function as a living document which sets forth the framework for future development actions within the Plan Area.

The Policy directions and design concepts set forth in this Master Plan have been developed and refined through collaboration between the Project Applicants and County staff, as well as through an extensive public outreach process that included the Project Applicants, neighbors, community groups, and governmental agencies.

The Plan Area will be distinguished by community aesthetics designed in harmony with the natural and built environment. Developments will be designed to encourage interaction with the natural environment and to take advantage of the community's unique topography. There is a focus on alternative modes of travel, with strategically located employment opportunities, an appropriate mix of public gathering places, small neighborhood serving retail, and local agriculture to serve the community.

Developments will incorporate architecture and sustainable design principles that minimize impacts on natural surroundings. At the same time, this plan respects the need and desire of some existing uses to continue within the Plan Area.

The Plan Area draws from its agricultural and mining history. Community theming, including entry monuments, civic buildings, landscapes and landmarks are encouraged to incorporate elements from the Plan Area's past, while community gardens and urban farms will provide a local source of agriculture. This approach to establishing a community will be implemented throughout the Plan Area, with multi-use trail networks, drainage corridors, roadway designs, and landscaping emphasizing this concept.







2.2 GUIDING GOALS

To guide the ultimate design of a community consistent with the vision set forth in the preceding section, the plan sets forth the following goals:

Guiding Goal 1: Reinvigorate Underutilized Areas

Integrate former industrial properties into the fabric of existing and planned communities.

The Master Plan presents an opportunity to integrate historic industrial uses into an active and contributing community, with links to the existing Rosemont, College Glen, Mather Independence, and Vineyard Communities. The Master Plan will also provide a wide variety of new and different housing types to the existing community.



Guiding Goal 2: Promote Health and Wellness

Provide opportunities for health and wellness through the provision of outdoor recreational amenities and opportunities for access to fresh local produce.

In order to provide for the wellness of the community, the Master Plan features a number of attractive outdoor and agricultural elements. Opportunities for outdoor activities are abundant, with trails, open space, parks, and transit distributed throughout the community and within easy walking and biking distance of residents. In addition, urban farms and community gardens will provide residents with the ability to forego their vehicles and instead use transit or trail systems to obtain fresh, locally grown produce and farm products.



Guiding Goal 3: Create Community

Establish recognizable community theming and create numerous opportunities for social interaction in order to reinforce a sense of community.

Streetscape design will feature landscaped boulevards, generously sized planter areas, and opportunities for agricultural landscapes in entry features, along perimeter slope areas and within community gardens. Options for social interaction will include community events and festivals at urban farms, recreational activities within the various parks, school and open space locations, and informal gatherings within commercial and mixed-use areas.



Guiding Goal 4: Promote Sustainable Practices

Incorporate environmentally sensitive design practices into the Community.

With much of the Plan Area a reuse site, the Master Plan provides an opportunity to promote sustainable design practices through a variety of measures which include energy efficient design, urban forests, urban farms, and Low Impact Development (LID).

Guiding Goal 5: Mixture of Uses

Create a community which embraces a mixture of land uses to encourage walkability and foster alternative modes of travel.

The Master Plan features a variety of land use types that are intended to provide employment, commercial, recreational, housing, and other uses, within reasonably short distances of each other. The proximity between land uses is intended to foster neighborhood interaction and reduce automobile trips within the Plan Area while providing for a range of community needs. Buffers and/or transitional land uses will be developed between residential and industrial land uses to avoid future land use conflicts. Appropriate buffers would include landscaping, open spaces, and/or offices or other uses that would not generate significant truck traffic.

Guiding Goal 6: Distinctive Architecture

Establish architectural designs and character which distinguishes the Master Plan and reinforces a sense of community.

An important lesson learned from an analysis of Sacramento's park neighborhoods illustrated that communities react and coalesce strongly around an architectural identity. Proper architectural themes establish a strong physical presence and help delineate the overall personality and essence of a community. The County-wide Design Guidelines, which have been customized for this Master Plan, set forth an architectural palette for designing public and private spaces accordingly. (See Appendix A, Supplemental Design Guidelines)







Guiding Goal 7: Encourage Alternative Modes of Travel

Reduce automobile trips by facilitating transportation options.

The Master Plan has been designed to provide a variety of uses and densities within the Plan Area. Access to diverse land uses such as residential, community and neighborhood commercial, employment, urban farms, schools, and recreational areas is provided through a multi-modal, inclusive, and interconnected transportation system designed with simple access to reduce the need for automotive travel.

Guiding Goal 8: Establish Distinctive Neighborhoods to Break Up the Overall Scale of the Plan Area

Break up the scale of the Plan Area by establishing individual communities that incorporate a defining community feature, such as a park, open space, urban farm, school, architectural design or civic facility.

Smaller neighborhoods within the overall Plan Area serve to reinforce an individual sense of place and community. This helps to reduce the overall perception of living and working within a much larger Plan Area. This will be achieved by utilizing the spatial relationships established by the Land Use Plan to delineate the character of the neighborhoods. The Land Use plan will be implemented through zoning and Appendix A (Supplemental Design Guidelines) to provide individualized details and help give identity to distinctive neighborhoods.

Guiding Goal 9: Provide a Variety of Housing Types

Incorporate a variety of residential housing types and styles to meet the diverse needs of the community.

Residential neighborhood districts will provide housing options for people of all income levels, ages and housing preferences. These options include apartments, condominiums, townhouses, and single-family detached homes. A variety of housing types, densities and lot sizes provide greater housing choices and flexibility for homebuyers and renters. In addition, mixed-use areas provide diverse higher density housing options near essential services and transit.







Guiding Goal 10: Encourage Connectivity Within the Plan Area

Provide access and points of connection to land uses within the Plan Area and to adjacent communities.

There will be an extensive network of streets and off-street trails to connect uses within each district and between districts. This network will be integrated throughout the Plan Area to connect people to places where they live, work, shop and play. Street patterns will be designed to maximize connectivity, while off-street trails will be established in open space corridors to provide pedestrian and bicycle access to destinations.

As a result of past mining activity, in some areas existing development patterns and topography make roadway connections difficult. The Circulation Framework (addressed in Chapter 5: Mobility) will strategically use bicycle and pedestrian trails to allow connectivity to key intersections, schools, or commercial centers and promote connectivity to adjacent areas such as the Rosemont and Vineyard Communities.

Guiding Goal 11: Develop a Comprehensive Drainage Network Co-located with Community Amenities

Establish a comprehensive drainage system and associated amenities for the Plan Area.

The Plan Area's unique topography and proximity to Morrison and Elder Creeks facilitate an amenity-based approach to handling on-site drainage. Future land uses within the Plan Area have been sited on the Land Use Plan (refer to Figure 4.2) to locate trails, transit, roadways, open space and project amenities such as parks, schools, urban farms, and neighborhood retail along these natural resources and drainage corridors.





Guiding Goal 12: Incorporate Energy Efficient Design and On-site Solar Energy Production

Develop an integrated system of energy efficient buildings and solar energy production within the Plan Area.

Incorporating energy efficient building and neighborhood design concepts into new developments within the Plan Area will result in increased energy efficiency and improved energy independence, reduced greenhouse gas emissions, and cost savings for residents and businesses. New residential construction will adhere to the most current Title 24 standards and strive to incorporate the latest green technology.

Examples of on-site energy production include Rooftop Solar, Photo-voltaic (PV), and Solar Hot Water (SHW) for buildings and covered parking areas, as well as e-bike and electric vehicle charging stations in employment and commercial areas for public and/or private use.

Guiding Goal 13: Develop Economic Diversity

Foster a diverse economic base within the Plan Area.

A diverse economy within the Plan Area is needed to ensure economic growth and stability. This diverse economy will include commercial, industrial, office, civic and agricultural activities.

There are several opportunities to develop new employment hubs within the Plan Area due to its convenient location near Mather Airport, existing employment centers, and the Highway 50 corridor. Through employment and commercial land use categories, the Master Plan provides for a diverse mixture of job types located in close proximity to existing and future neighborhoods and employment centers. The Plan Area is suitably located to provide air cargo support services and employment related businesses that complement operations at the airfield. Anticipated growth of operations at Mather Airport could generate new opportunities for job creation within the Plan Area.







Additionally, the Master Plan provides opportunities to create a local fresh food network through the establishment of urban farms, food processing plants, and wholesale local food distribution centers. These uses will be located within proximity of Highway 50 providing access to the Sacramento region and beyond.

Retail and office opportunities will be available in each of the districts, from small scale retail shops and professional offices in neighborhood centers, to national chain stores and office complexes in the business districts. Employment centers in the business districts will provide office, retail, manufacturing, research, and warehousing jobs.

Guiding Goal 14: Accommodate Existing Land Uses

Create a land use pattern and design guidelines that allow for the continuation of existing land uses.

While a bulk of the existing land uses within the Plan Area are planned to transition to new land uses, certain existing uses may prefer to maintain their current land uses. The Master Plan recognizes these land uses and the potential for them to continue. This plan adopts an enhanced version of the County's design guidelines, which will promote compatibility between existing and new land uses.

Guiding Goal 15: Equitable Protection for Disadvantaged Communities

Provide an equitable degree of protection from environmental and health hazards for disadvantaged communities.

Environmental Justice (EJ) seeks to minimize and equalize effects of environmental hazards among entire communities regardless of income, ethnicity or race. EJ concerns can often arise from geographic or systematic inequities, and this Master Plan minimizes such inequities by establishing objectives for equitable food access, physical activity, public facilities, overall healthy living conditions, and encourage equitable protections for those living in areas considered disadvantaged.





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CHAPTER 3: EXISTING CONDITIONS

3.1 BACKGROUND

Chapter 3 identifies the existing environmental conditions and resources located within the Plan Area. In addition to identifying the physical setting of the Plan Area, this chapter characterizes adjacent environmental constraints, such as those associated with the Mather Airport, which will influence future development patterns for the Plan Area. Taken together, on-site and off-site resources will play a significant role in determining the character of the land use plan outlined in Chapter 4 of the Master Plan.

Due to the rich and varied history of the Plan Area, which includes agricultural, residential, industrial, and mining land uses, a majority of the original environmental features have been heavily modified. As a result, the landscape of the Plan Area today differs from natural historical conditions.

3.2 PHYSICAL SETTING

The Plan Area is comprised of approximately 5,913± acres located in central Sacramento County, abutting the City of Sacramento boundaries along the Plan Area's western border. See Figure 3.1.

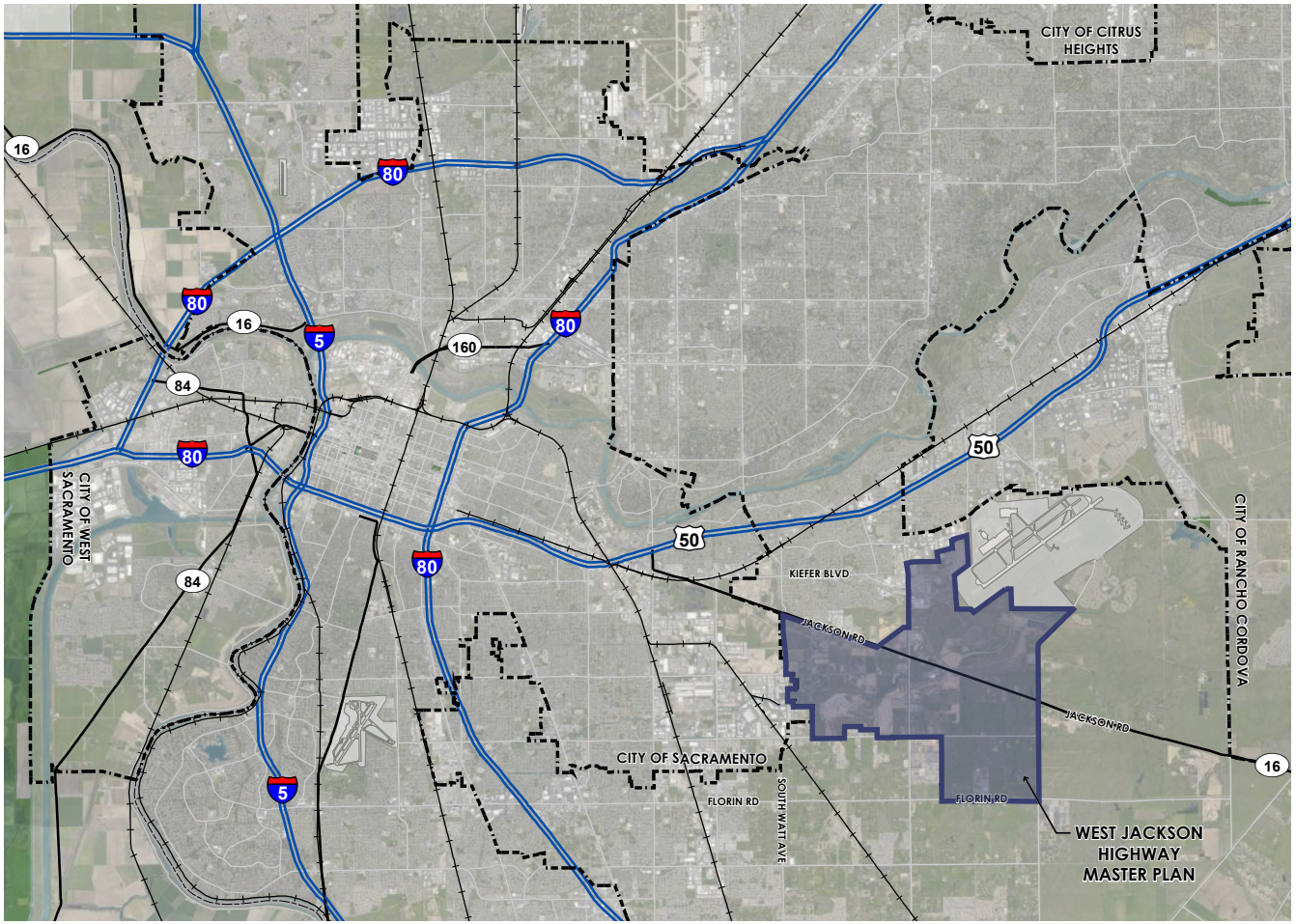


Figure 3.1 Vicinity Map

The Plan Area is comprised of a number of landowners, but the two largest landowners, Teichert and Granite, collectively own and maintain the majority of the land within the Plan Area. Granite owns 1,063 acres while Teichert owns 3,016 acres. Figure 3.2 identifies the ownership within the Plan Area.

Existing land uses within the Plan Area include a mixture of active and reclaimed surface mining sites; industrial properties such as storage, trucking, and rock processing and sales; as well as limited rural residential, commercial, institutional, and agricultural uses. Due to mining activities which have occurred from the 1930's to present day, topography is varied, with site elevations ranging from approximately 30-65 feet above mean sea level.

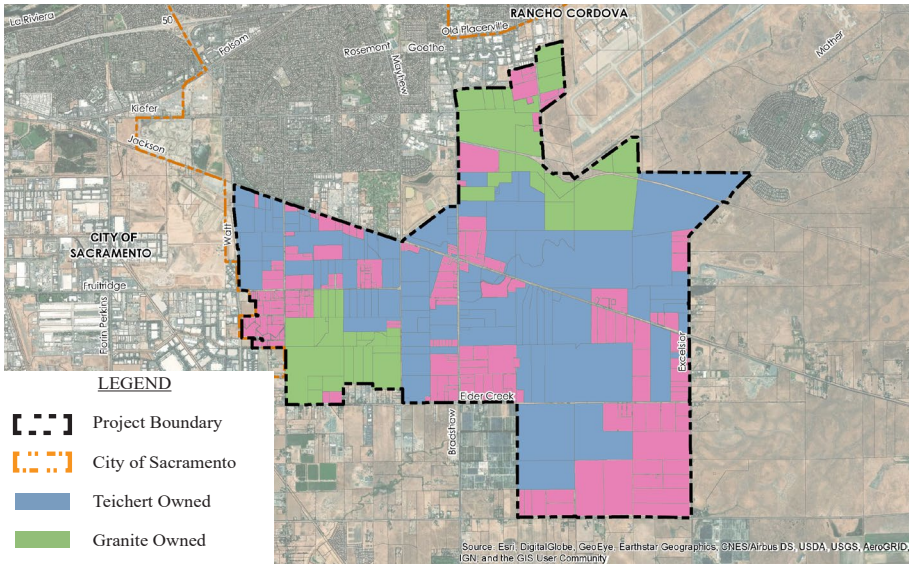


Figure 3.2 Ownership Map

The natural landscape of much of the Plan Area has been heavily modified and converted over time to include mining areas; manmade vegetative screens consisting of oleander, redwood, and cedar plantings; and reconstructed stream corridors along Morrison Creek. Few undisturbed areas remain, but some clusters of oak trees remain along undisturbed sections of Morrison Creek concentrated near Bradshaw Road. In addition to Morrison Creek, there is a small stretch of Elder Creek which traverses through the southeast corner of the Plan Area, as shown by Figure 3.3.

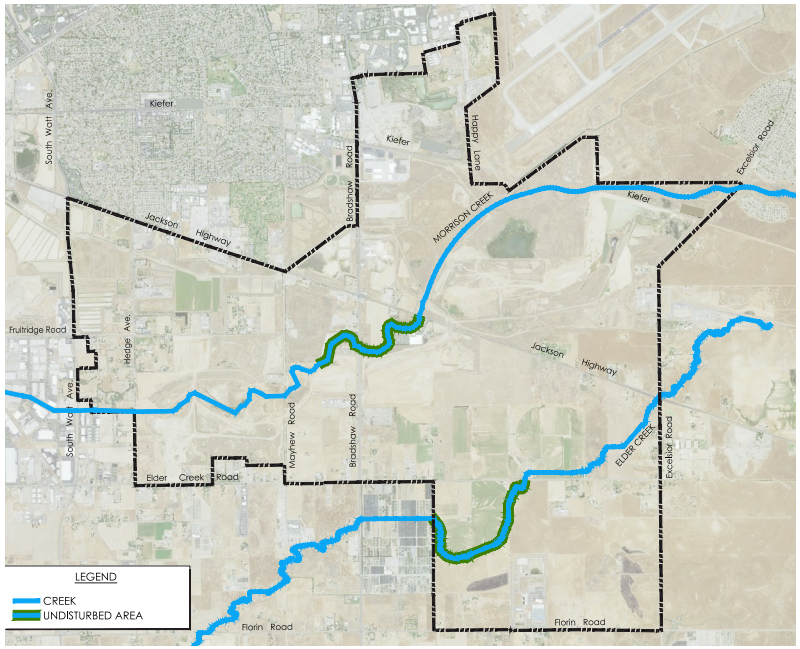


Figure 3.3 Undisturbed Areas of Creeks

3.3 ADJACENT LAND USES

Existing land uses adjacent to the Plan Area include:

West

The Plan Area is bound to the west by the City of Sacramento along South Watt Avenue, an area characterized by the presence of industrial facilities (warehouses, storage yards, manufacturing), employment and mining sites. In 2008, 2015, and again in 2024, the City of Sacramento adopted the 2040 General Plan which designates this area for industrial mixed-use and employment land uses. Also, in close proximity are California State University Sacramento, the University of California Davis Medical Center, Granite Business Park, Granite Regional Park, Depot Park (the former Sacramento Army Depot), Power Inn Business District, and the Power Inn Light Rail Station.

North

To the north lies the existing community of Rosemont comprised of predominantly lower density single-family neighborhoods and small neighborhood commercial centers. Additional land uses along the northern edge of the Plan Area include the Cordova Golf Course, a small assortment of industrial uses including Silverado Building Materials and Nursery, a large rock, stone, and retail nursery business, and Mather Airport. Also, to the north of the Plan Area lies the Watt/Manlove Transit Priority Area ("TPA")[1] which will provide a regional transportation hub highly accessible to the Plan Area. Additionally, Highway 50, Regional Transit's Light Rail ("Gold Line"), and the American River Bike Trail are in close proximity.

[1] California Legislature definition of Transit Priority Area (TPA): an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

East

Existing land uses along the eastern Plan Area boundary include agricultural and industrially zoned lands, a SMUD substation, and a small number of agricultural residential properties. Other land uses on these properties include the approved Jackson Township project, a mixed-use community approved by the County Board of Supervisors.

South

Lands to the south of the Plan Area are part of the approved Florin-Vineyard Community Plan area and the North Vineyard Station Specific Plan, two large master planned communities comprised of residential, commercial, and industrial land uses. While these properties are slated to transition to their approved land uses over time, current land uses include a commercial nursery as well as a mixture of agricultural, mining (Vineyard South Mine), and rural residential properties.

Employment and Recreational Centers

Major employment centers in proximity to the Plan Area include Sacramento County Branch Center offices and transportation center, the SMUD East County Operations Center and Corporation Yard, Mather Airport, the Power Inn Road industrial area, and employment centers in the city of Rancho Cordova. Currently there are no major retail centers immediately serving the Plan Area except for neighborhood commercial centers along Kiefer Boulevard in the Rosemont Community and some neighborhood and community commercial centers in Rancho Cordova. Nearby recreational opportunities include the American River Parkway, Cordova and Wildhawk golf courses and trails along the Illa Collin Preserve at Mather Airport.

3.4 PRE-MASTER PLAN GENERAL PLAN DESIGNATIONS

Prior to the adoption of the Master Plan, the Plan Area was designated by the General Plan as a mixture of Agricultural-Urban Reserve, General Agriculture (20 acre minimum), Extensive Industrial, Intensive Industrial, Cemetery, Public and Quasi-Public and Commercial and Offices as illustrated by Figure 3.4 Pre-Master Plan General Plan Designations. In addition, portions of the Plan Area were outside the current Urban Policy Area, as illustrated by Figure 3.5 Pre-Master Plan Urban Policy Area. As described in Chapter 1, the General Plan was amended to expand the Urban Policy Area in order to allow adoption of this Master Plan.

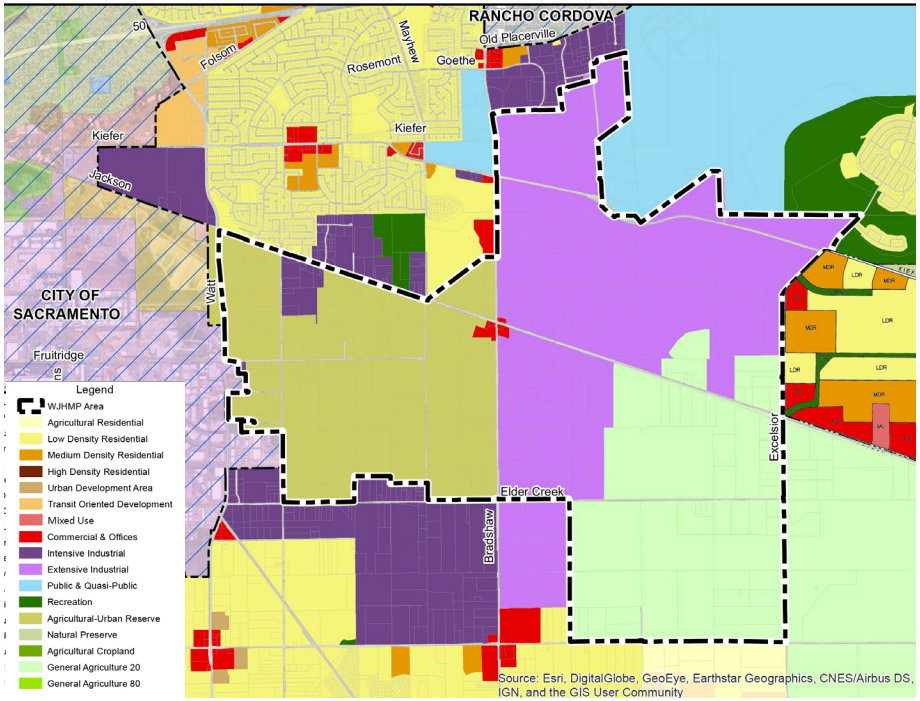


Figure 3.4 Pre-Master Plan General Plan Designations

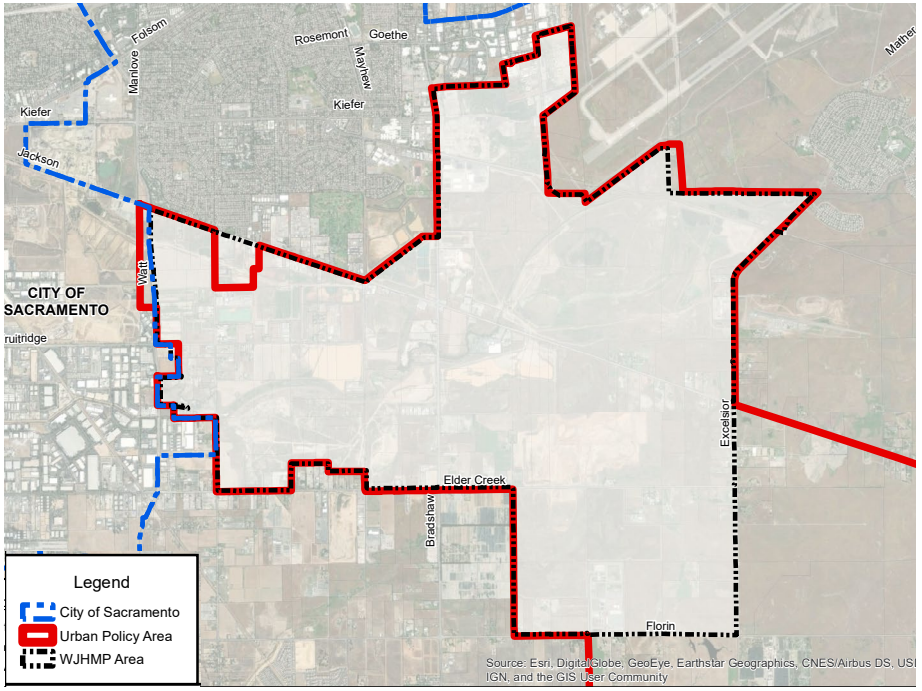


Figure 3.5 Pre-Master Plan Urban Policy Area

3.5 PRE-MASTER PLAN COMMUNITY PLANS

Prior to the adoption of the Master Plan, the Plan Area was designated by the Vineyard and Cordova Community Plans with the following land use designations:

- Permanent Agriculture (AG-20)
- Permanent Agriculture (AG-40)
- Permanent Agriculture (AG-80)
- Permanent Agriculture (AG-160)
- Agricultural Residential 1
- Agricultural Residential 2
- Shopping Center
- Limited Commercial
- Light Industrial
- Heavy Industrial
- Industrial Reserve
- Major Roads

Figure 3.6 Pre-Master Plan Community Plans identifies community plan designations at the time of plan adoption within the Plan Area. The adoption of the Master Plan amends the Cordova and Vineyard Community Plan designations for Districts 1 and 2. A "West Jackson Highway Master Plan" overlay will apply to the FPAs which will require community plan amendments when subsequent comprehensive plans are proposed.

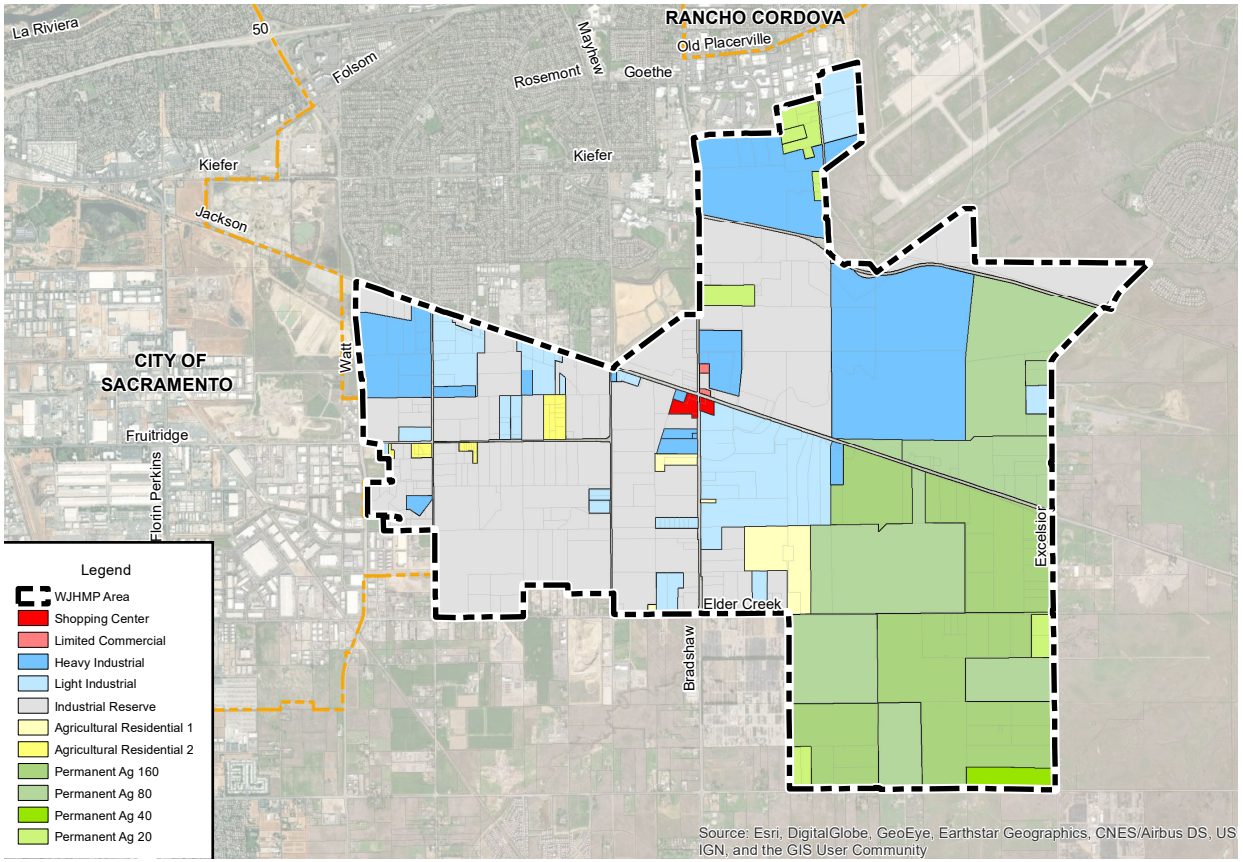


Figure 3.6 Pre-Master Plan Community Plans

3.6 PRE-MASTER PLAN ZONING

Existing zoning designations within the Plan Area include a variety of designations, including:

- AG-20: Agriculture-20 ac. Minimum
- AG-40: Agriculture-40 ac. Minimum
- AG-80: Agriculture-80 ac. Minimum
- AG-20(SM): Agriculture-20 ac. Minimum (Surface Mining)
- AG-80(SM): Agriculture-80 ac. Minimum (Surface Mining)
- AG-160: Agriculture-160 ac. Minimum
- AG-160(SM): Agriculture-160 ac. Minimum (Surface Mining)
- AR-1: Agricultural-Residential-1 ac. Minimum
- AR-2: Agricultural-Residential-2 ac. Minimum
- IR: Industrial Reserve
- IR(SM): Interim Agricultural Reserve (Surface Mining)
- LC(SM): Limited Commercial (Surface Mining)
- GC: General Commercial
- M-1: Light Industrial
- M-1(SM): Light Industrial (Surface Mining)
- M-2: Heavy Industrial
- M-2(SM): Heavy Industrial (Surface Mining)

Figure 3.7 identifies zoning at the time of plan adoption for the Plan Area.

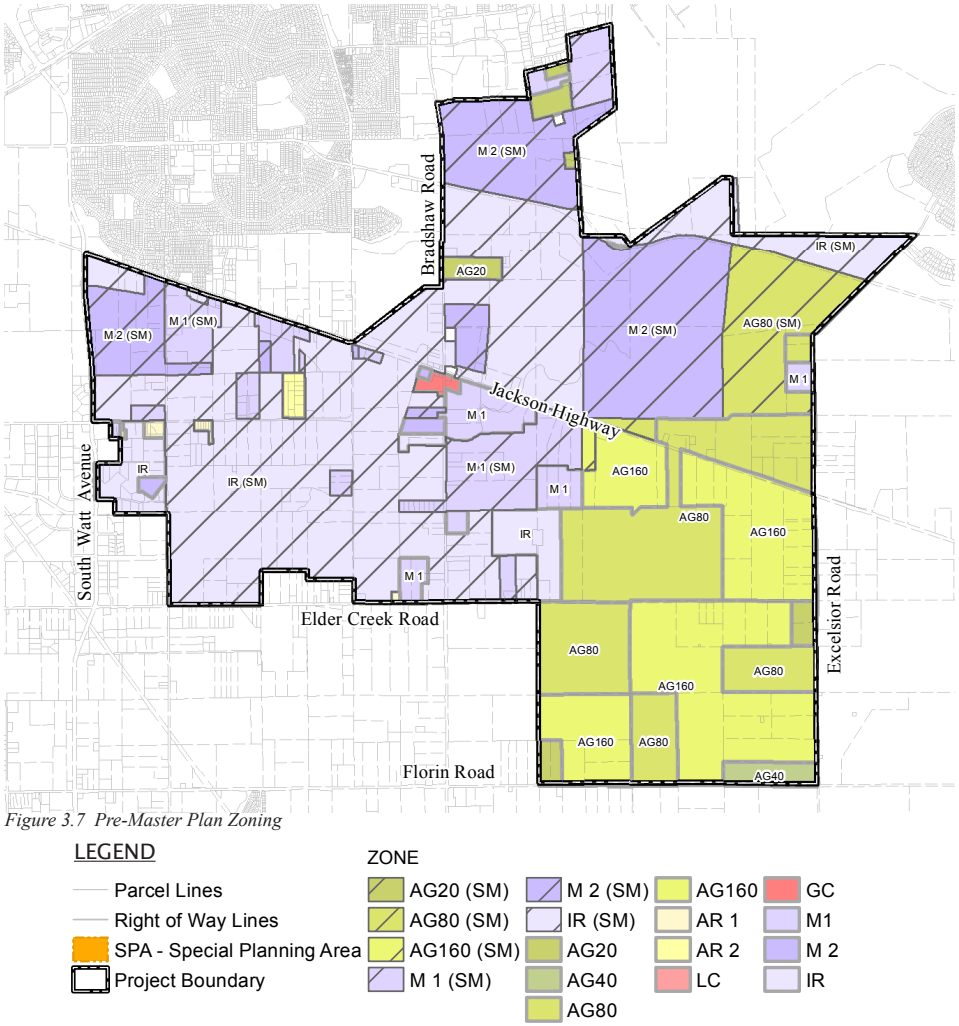


Figure 3.7 Pre-Master Plan Zoning

3.7 EXISTING CIRCULATION

As illustrated by Figure 3.8, and described in greater detail in Chapter 5: Mobility, Section 5.3.1, existing roadways currently serving the Plan Area include:

- Jackson Road (SR 16)
- Kiefer Boulevard
- Fruitridge Road
- Elder Creek Road
- Florin Road
- South Watt Avenue
- Hedge Avenue
- Mayhew Road
- Bradshaw Road
- Happy Lane
- Excelsior Road

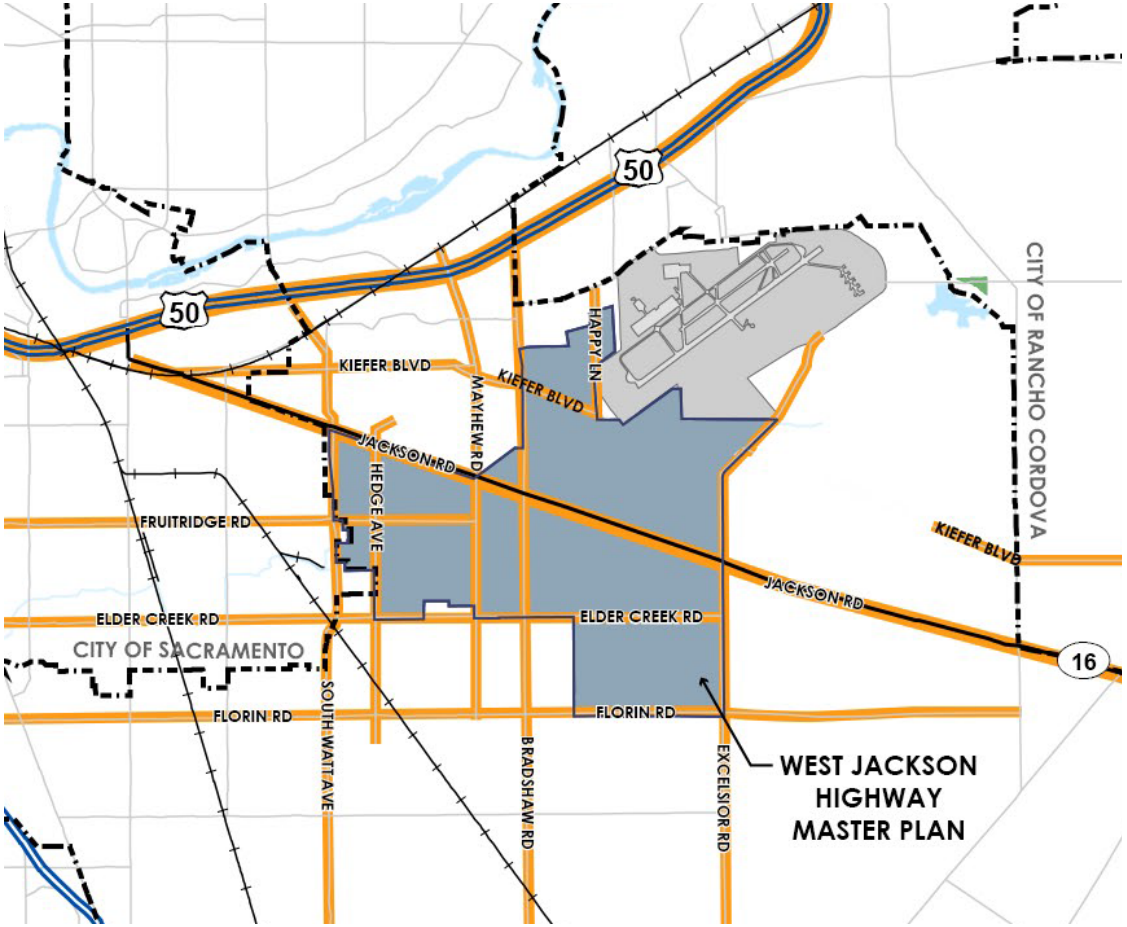


Figure 3.8 Existing Roadways

3.8 NATURAL RESOURCES

3.8.1 Waterways

The Sacramento area is characterized by its multitude of creeks and sloughs located near the base of the Sierra Nevada range with rolling terrain that results in numerous watersheds. As it approaches the confluence of the American and Sacramento Rivers, the topography becomes quite flat, characterized by meandering sloughs, wetlands and shallow lakes. There are now more than forty named creeks and sloughs in the County, two of which traverse the Plan Area.

As shown in Figure 3.9, Morrison and Elder Creeks traverse the Plan Area. Both creeks are perennial waterways, classified as part of the larger Morrison Creek Stream Group. The creeks in this stream group are subject to the influences of rainfall and urban runoff which is collected in these waterways and ultimately deposited downstream in the Beach-Stone Lakes area. Historically, runoff from Morrison Creek drained into the Sacramento River. However, when levees were constructed along the Sacramento River, the flows were diverted into Beach Lake and Stone Lake. Eventually, these flows ultimately drain to the Sacramento/San Joaquin Delta via Snodgrass Slough and the Mokelumne River.

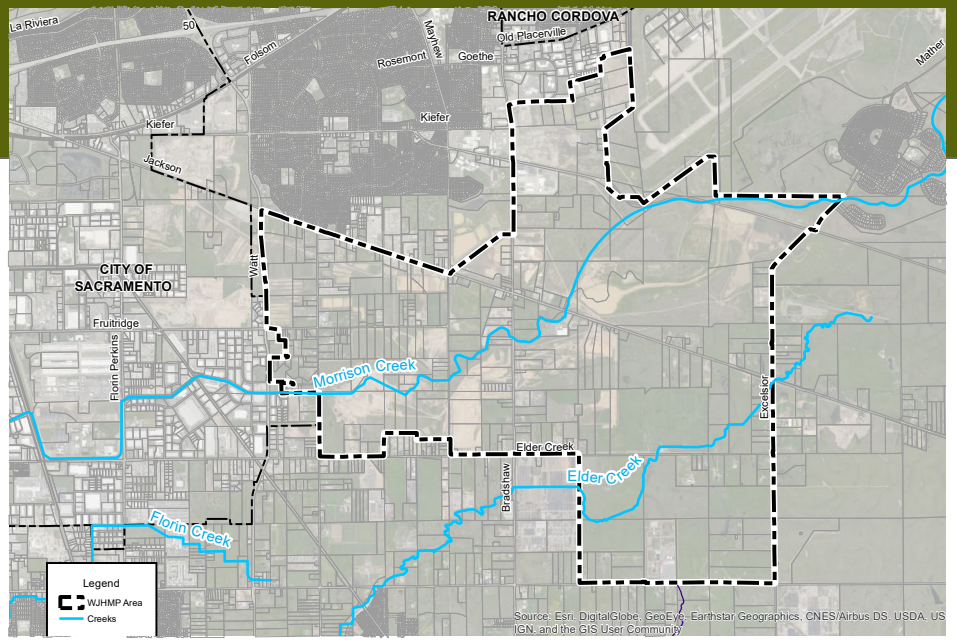


Figure 3.9 Existing Creeks





Both creeks within the Plan Area have been modified by past and current land uses. In the late 19th century, farming affected these streams when the native grasslands and sparse riparian vegetation were displaced by crops, pasture, and invasive non-native grasses and weeds.

Later modifications occurred as mining began in the late 1930s, resulting in realignments to Morrison Creek which today only retains a small portion of undisturbed native channel (near the southeast intersection of Jackson Highway and Bradshaw Road). The elevations of the mined areas adjacent to Morrison Creek (Granite I/Aspen VI were lowered below the main Morrison Creek channel, leaving the channel corridor elevation above the mining areas with embankments functioning as levees). In the early 2000s, miners constructed a weir to capture high flows in the mining basin to mitigate for the effects of mining. Improvements along Morrison Creek, including improvements to levees and the weir in the Granite I / Aspen VI mining basin, will occur to support development under this Master Plan. Additional details are found in Chapter 7 and the Master Plan Drainage Study.

3.8.2 Wetlands

Wetland resources within the Plan Area are limited in scope, partly due to farming and mining activities which have occurred over time. However, pockets of isolated wetlands exist in some areas not affected by mining activities. In addition, mitigation for past mining activities have resulted in the creation and preservation of wetland resources in the Plan Area and through acquisition of credits at mitigation banks.

3.8.3 Trees

Land use activities within undeveloped portions of the Plan Area have predominately involved surface mining, grazing, and dry land farming. As a result, tree cover is limited, with a small concentration of oak trees along undisturbed portions of Morrison Creek near the southeast intersection of Jackson Highway and Bradshaw Road, along with oak mitigation plantings on the south side of Morrison Creek, east of Bradshaw Road. There are also small stands of remnant trees in various locations. The General Plan shall serve as the guiding document regarding the preservation and planting of trees.

3.8.4 Special-Status Species

Special-status species are plant and animal species that federal, state, or local resource agencies or organizations have designated for special recognition and protection. These species typically have limited distributions or special requirements for certain habitat conditions. Within the Plan Area, special-status species are defined as those:

- Listed or proposed for listing under Federal or State Endangered Species Acts
- Designated by the California Department of Fish and Wildlife (DFW) as Fully Protected or Species of Special Concern, and identified by the California Native Plant Society (CNPS) as being rare or threatened

Although the majority of the Plan Area is highly disturbed, the potential for special status-species habitat occurs within the Plan Area. Further details can be found in the Biological Resources Assessment for the Master Plan.

In addition, a search of the California Natural Diversity Database (CNDDB) for known occurrences of special-status plants and animals was conducted for the Plan Area; the results are shown in the Biological Resources Assessment prepared by Madrone Ecological Consulting for the Master Plan. The Land Use Plan has been designed to avoid and preserve sensitive areas to the extent feasible, while at the same time providing open space and recreational corridors which provide additional opportunities for habitat creation.



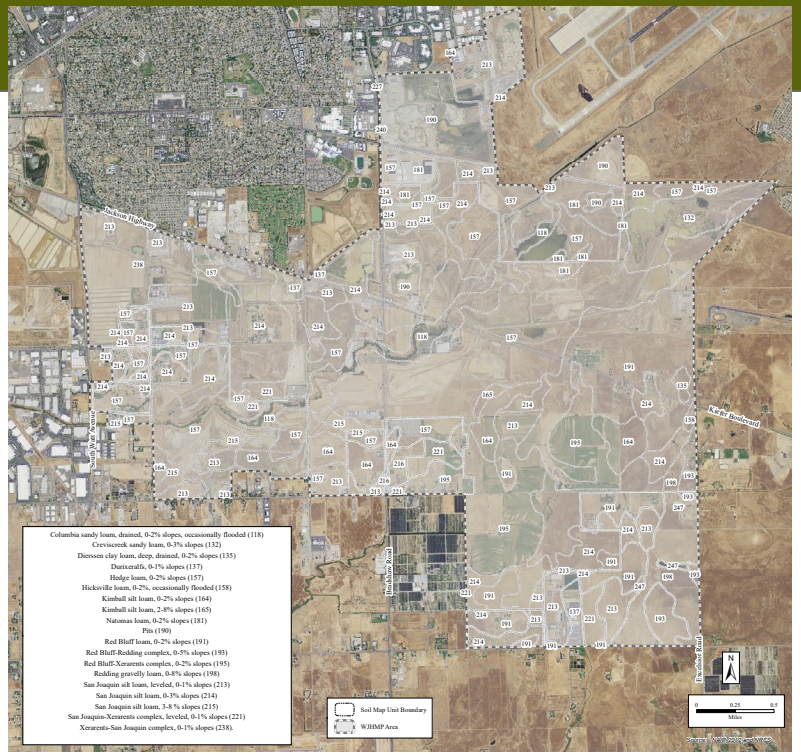


Figure 3.10 Existing Soils Map

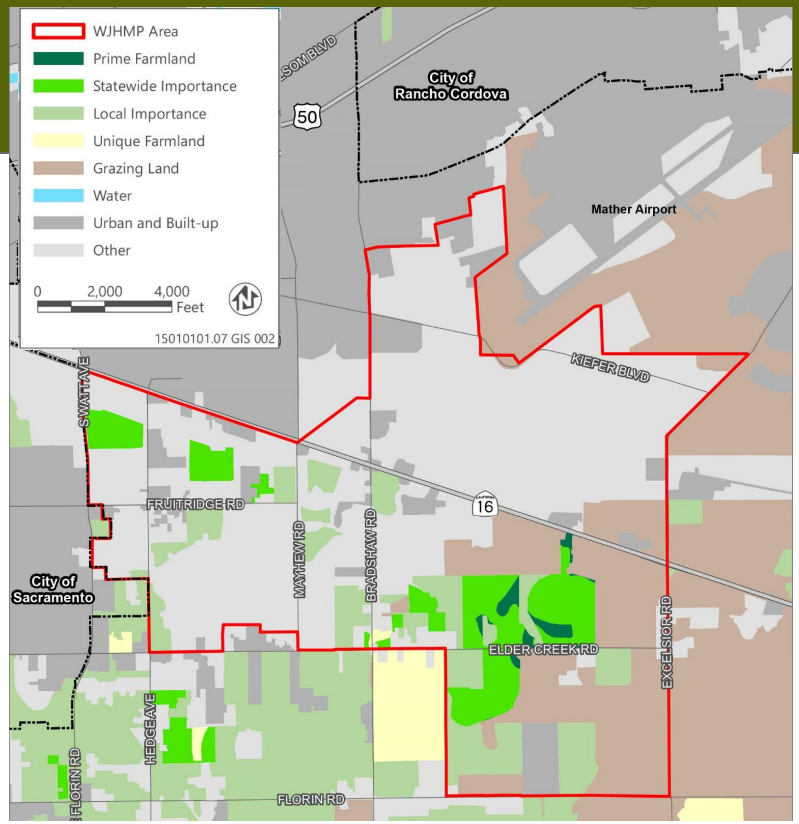


Figure 3.11 DOC Classifications

3.8.5 Soils and Farmland Mapped

Soils are categorized by the Natural Resources Conservation Service (NRCS) and the State of California Department of Conservation (DOC) according to soil quality and land use. The DOC also categorizes Important Farmlands in California, using modified definitions of the NRCS's categories. For the purposes of identifying soil types and important farmland categories, the Sacramento County General Plan uses the State DOC Important Farmland categories rather than the Federal NRCS categories, except where specifically noted in the Sacramento County General Plan.

As a result of past mining activities, native soils have been displaced and locations may not be accurately represented by NRCS maps. Reclaimed soils or soils deposited from aggregate washing are currently used to reclaim and elevate portions of the Plan Area, in addition to being used for some limited agricultural production. As illustrated by Figure 3.10, native soils in the Plan Area generally consist of clays, loams, and sandy loams. DOC classifications for the Plan Area, which are based upon the Farmland Mapping and Monitoring Program (FMMP) and generally updated every two years, are shown on Figure 3.11.

3.8.6 Noise

The existing ambient noise environment within the Plan Area is primarily characterized by transportation generated noise along major roadways, aviation generated noise related to Mather Airport, and to a lesser extent, noise associated with existing aggregate mining operations managed by Teichert and Granite. Figure 3.12 illustrates the location of the long term noise measurement locations within the Plan Area while the Current Mather Master Plan noise contour restricts the location of noise sensitive land uses such as residential within the 60 CNEL noise contour and is shown on Figure 3.13.

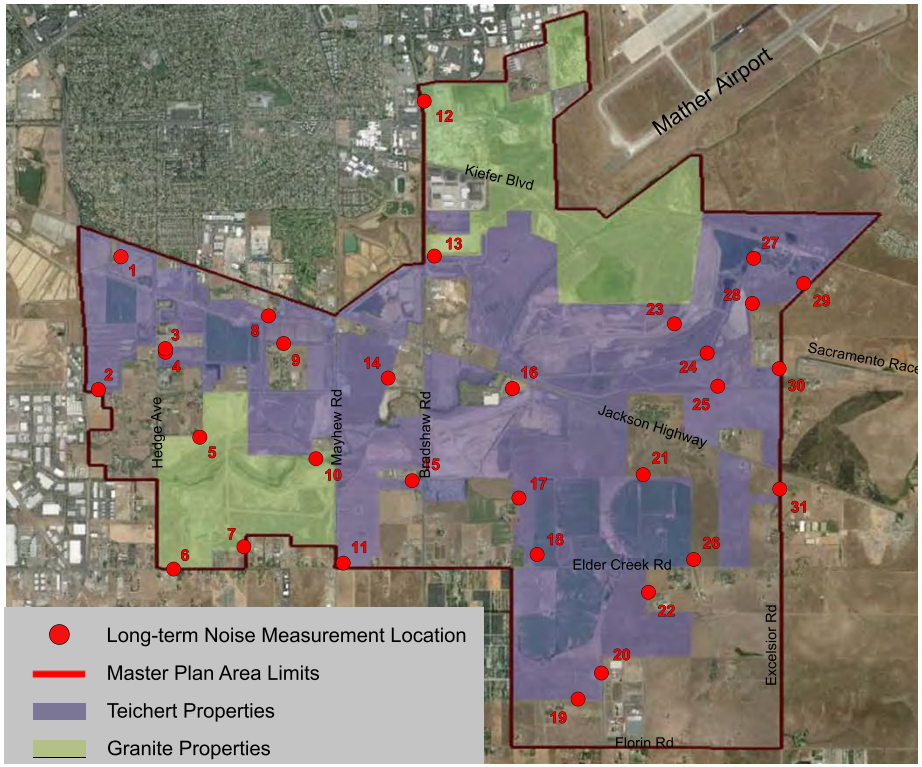


Figure 3.12 Primary Noise Sources

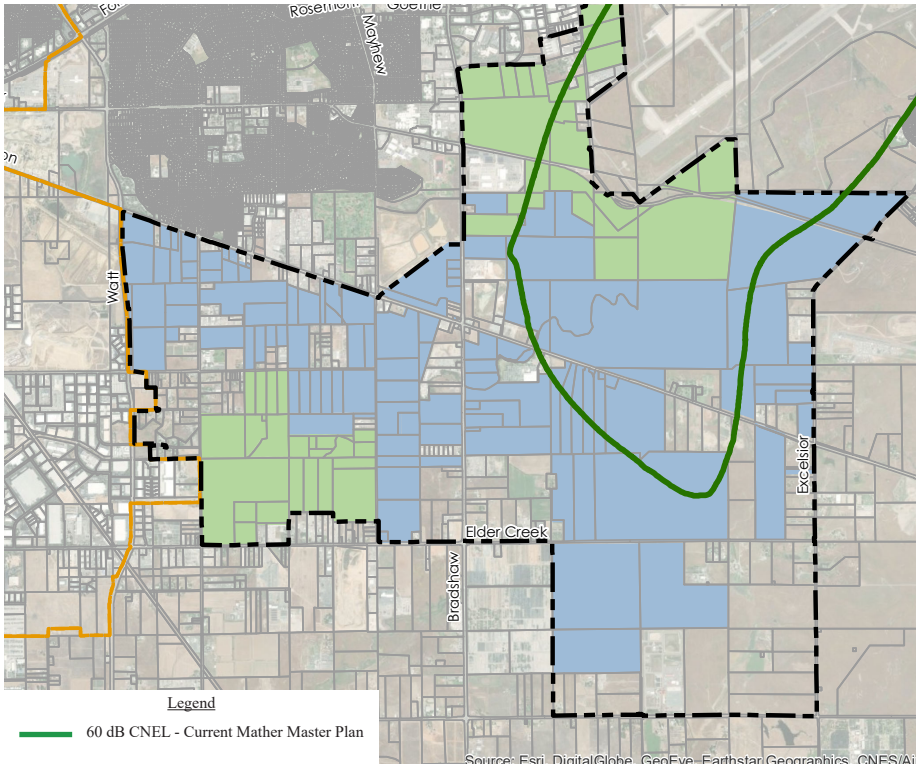


Figure 3.13 60 CNEL Noise Contour

3.8.7 Existing Construction Materials Facilities

The Plan Area's current physical character is largely a result of its long and productive history providing construction materials to the greater Sacramento region. Once the site of ancient rivers, the Plan Area's rich abundance of fertile soils and sand and gravel has nurtured the growth of the Sacramento region over the past century.

Today Teichert and Granite independently operate aggregate processing facilities within and adjacent to the Plan Area, at locations illustrated by Figure 3.14. These facilities handle the processing and sales of construction materials, including sand, gravel, ready-mix concrete, and asphalt, which are served by a series of conveyor lines that transport raw aggregate materials from active mining sites.

This Master Plan allows and promotes the continued operation of construction materials production facilities (such as the existing Teichert Perkins Plant and the Granite Bradshaw processing plants) concurrent with the transition of the Plan Area to more urban uses.

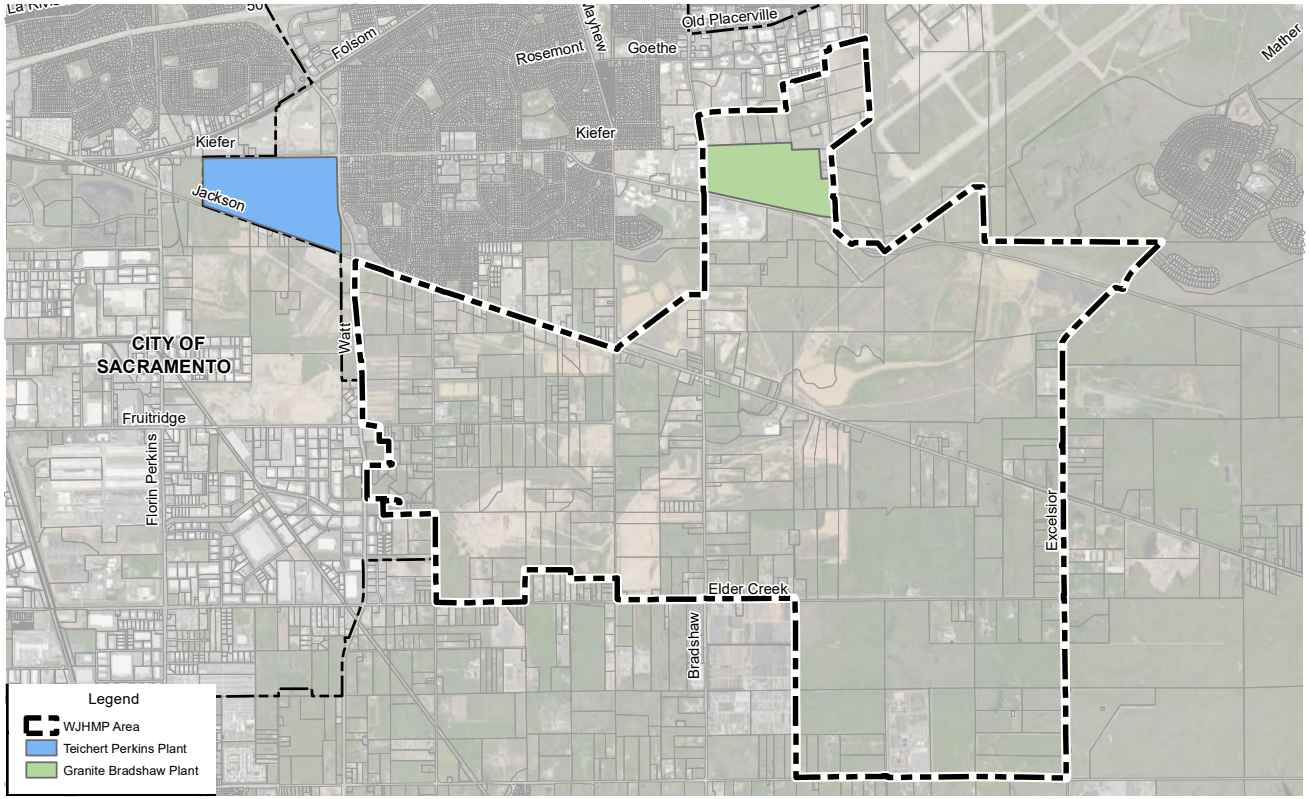


Figure 3.14 Teichert and Granite Processing Facilities

3.8.8 Topography

Due to the Plan Area's history of mining activities, the current topography of the site varies significantly as seen in Figure 3.15. The slopes that are remnants of the mining activities of the Plan Area result in certain constraints in development, including the development of roadways throughout the site. The circulation framework of the Plan Area will need to be strategically designed in order to accommodate the slopes while still maintaining vehicular, bicycle, and pedestrian connectivity. These details are provided in Chapter 5: Mobility.

3.8.9 Cultural Resources

SWCA Environmental Consultants conducted a cultural resources investigation for the proposed Rock Creek County phase of the Rock Creek project, which includes the West Jackson Highway Master Plan Area.

A summary of SWCA's findings state: "A review of available literature indicates that 24 cultural resources studies have previously been conducted within a 0.25-mile radius of the project, 16 of which were within the current study area. A total of 23 cultural resources has been recorded within 0.25 mile of the project. Eight cultural resources have been previously recorded within the study area; of these, four (P-34-686, P-34-687, P-34-1627-H, and P-34-1866) were relocated, and four (P-34-651, P-34-688, P-34-690, and P-34-1507-H) are no longer extant. None of the existing resources are eligible for listing on the National Register of Historic Places or the California Register of Historical Resources."

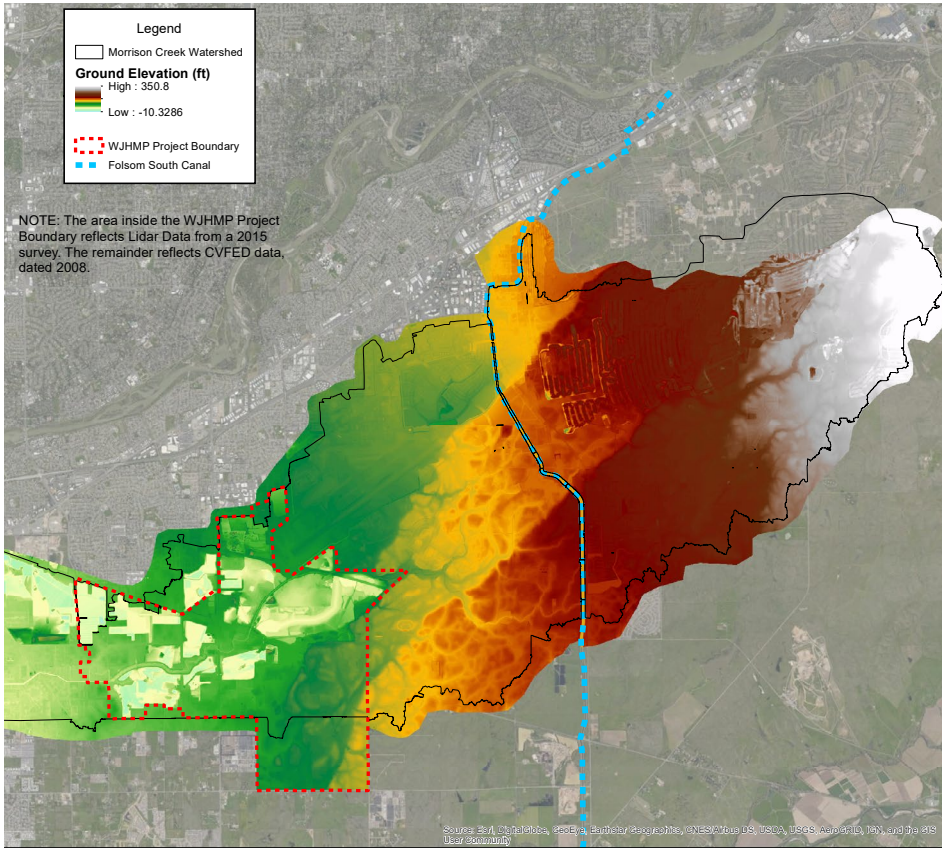


Figure 3.15 Existing Topography

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CHAPTER 4: LAND USE

4.1 PURPOSE AND INTENT

This chapter has been developed to implement the Master Plan vision established in Chapter 2 by setting forth land uses which are consistent with the overall vision of the project. Land uses established by this chapter set forth allowable land use types, permitted density ranges and floor area ratios. Permitted uses and development standards for land uses established by this chapter may be further refined by future zoning ordinances.

Land uses established by the Master Plan are intended to provide a seamless transition between existing and future development patterns along the Jackson Highway corridor. As illustrated by Figure 4.1 Context Map, the Plan Area represents a tremendous opportunity to develop a large area that has been mostly bypassed by historical development in Sacramento County due to a long history of mining and rural agricultural activity. At build-out the Plan Area will connect to the existing Rosemont community and Mather Airport to the north, the City of Sacramento to the west, the Vineyard community to the south, and the Jackson Township community to the east.

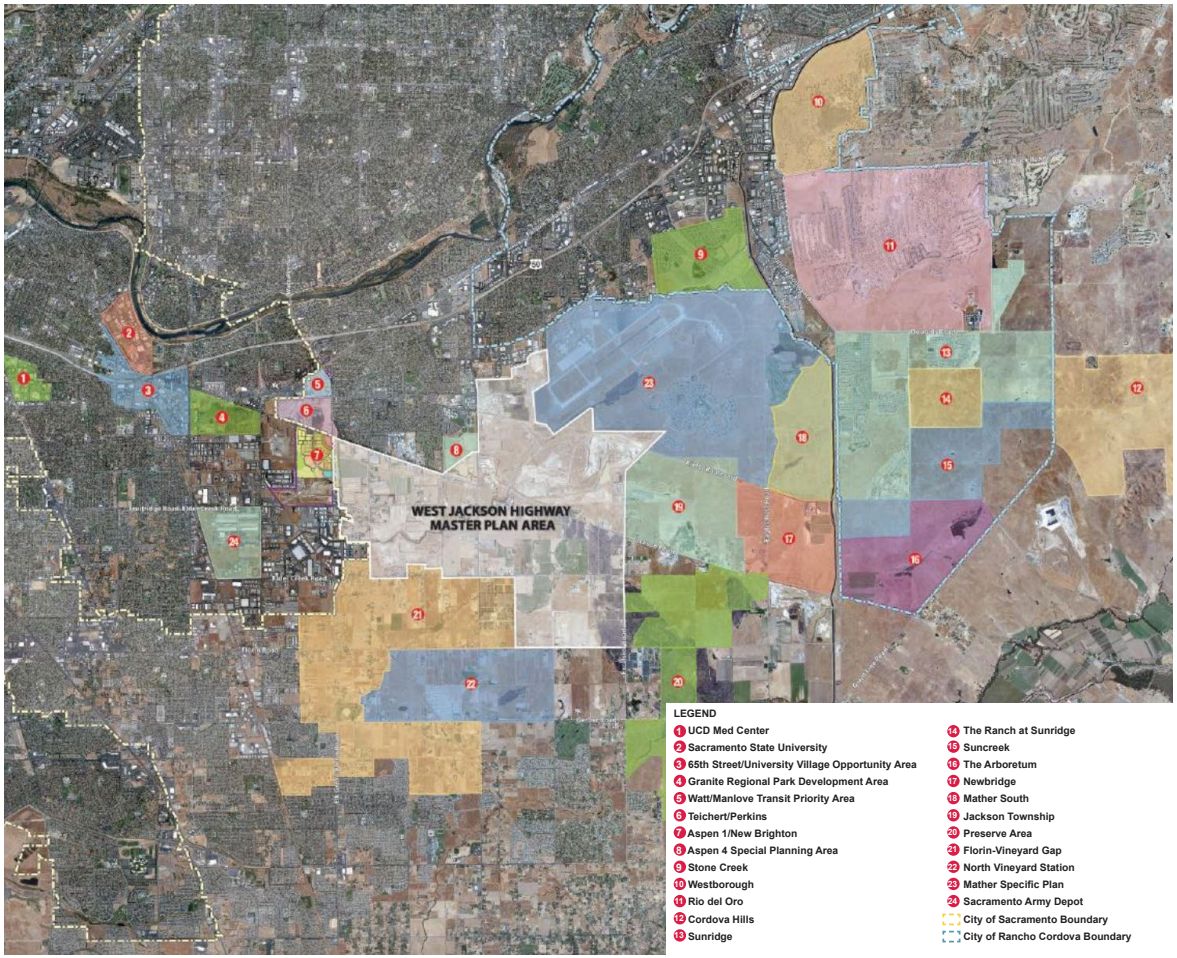


Figure 4.1 Context Map

4.2 LAND USE PLAN OBJECTIVES

The Master Plan vision and guiding principles contained in Chapter 2 will be implemented by the following land use and urban design objectives:

Land Use and Urban Design

Objective 4.1 Provide a mix of land uses to meet many of the daily needs (educational, recreational, commercial, wellness) of the community and thereby reduce Vehicle Miles Traveled (VMT) by automobile.

Objective 4.2 Provide a range of park and open space types and sizes to serve the social, recreational, educational, and transportation needs of the community.

Objective 4.3 Incorporate urban farms into the network of community spaces within the neighborhood in order to provide access to fresh local produce and encourage educational opportunities related to agriculture and food production.

Objective 4.4 Integrate green infrastructure into the community by utilizing the multi-purpose open space, roadway edges and edge buffers for the natural treatment of storm water whenever possible.

Objective 4.5 Locate neighborhood parks adjacent to schools to allow shared-use and to serve as focal points of the community's social, recreational and educational activities.

Objective 4.6 Locate smaller local parks within neighborhoods to improve walkability and to satisfy the wide range of leisure activities.









Objective 4.7 Provide Class I multi-use trails separated from roadways to facilitate protected routes to school, provide recreational and exercise opportunities, and connect the Plan Area with the City of Sacramento via non-vehicular paths.

Smart Growth and Green Building

In addition to the above land use and urban design objectives, the vision and land use plan for the entire Plan Area was influenced by the following Smart Growth and Green Building Objectives. These objectives should be utilized for guidance during the preparation and development of subsequent mapping efforts within the Plan Area.

Objective 4.8 Design compact and efficient development to maximize efficiency in land as a resource as well as to minimize energy consumption, minimize air quality impacts and reduce greenhouse gas (GHG) emissions.

Objective 4.9 Locate higher density housing along transit corridors adjacent to complimentary land uses to promote walking and cycling and minimize auto use for short daily trips.

Objective 4.10 Incorporate passive energy-efficient features, such as cool roofs, and/or photovoltaic energy production by meeting or exceeding Title 24 requirements, in the design and orientation of 'solar ready' buildings, and utilize deciduous street trees to provide protection and shade.





Objective 4.11 Incorporate "green" storm water infrastructure and low-impact design strategies such as water quality basins and swales to pre-treat urban run-off and allow ground recharge and absorption by plant material.

Objective 4.12 Support community transit service opportunities that would allow local and regional connections to Regional Transit (RT) facilities through the design of Plan Area transit, trails, roadways, and land uses.



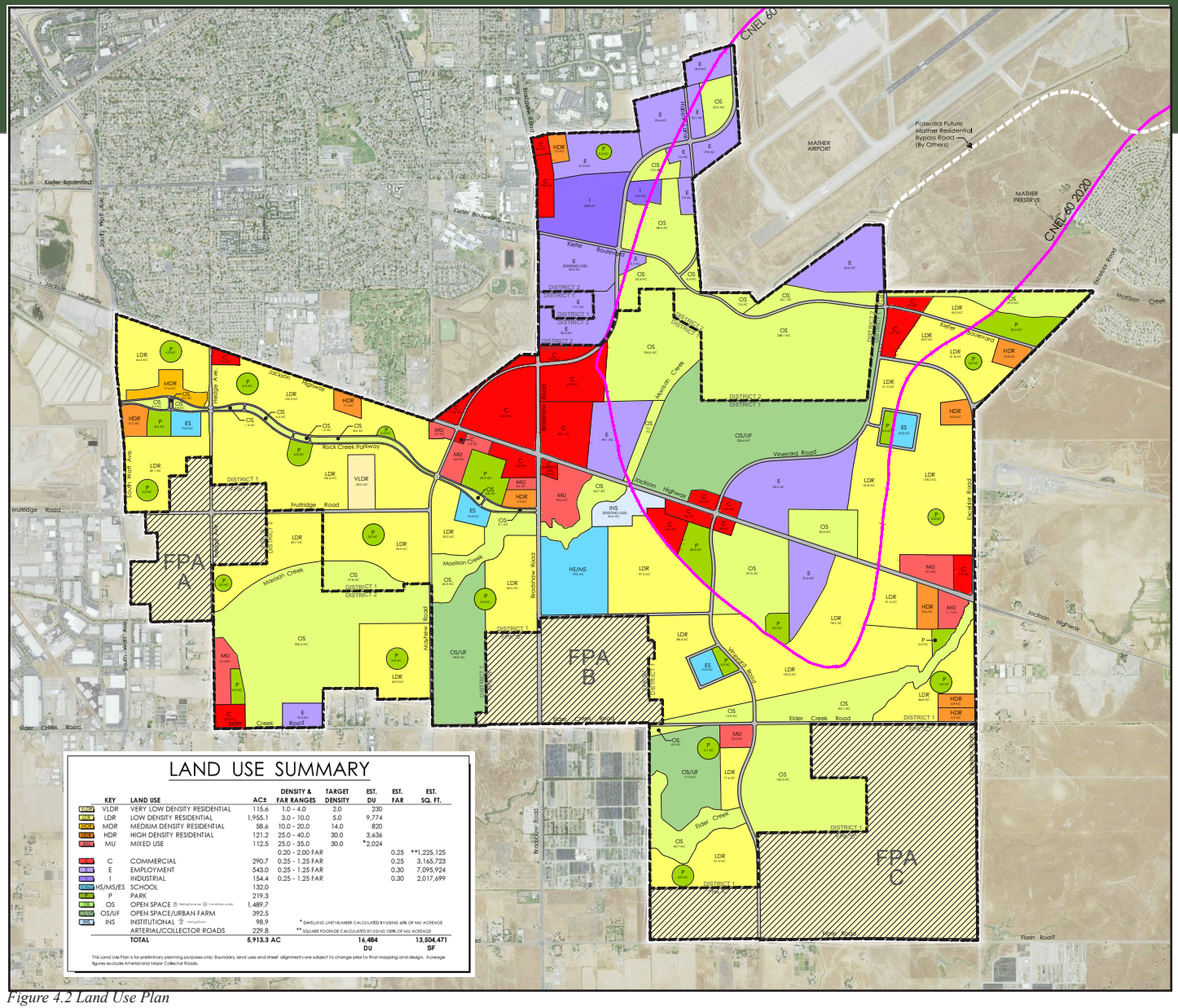




4.3 LAND USE

As shown on Figure 4.2 and Table 4.1 (Land Use Plan and Land Use Plan Summary) the Plan Area is comprised of approximately 5,913 ± acres and is permitted to include 16,484 residential units of varying densities and 13,504,471 sf of commercial, employment and industrial square footage. The Land Use Plan has been broken up into the following 5 districts, each of which includes land uses and requirements specific to that district.

1. District 1
2. District 2
3. Future Planning Area A
4. Future Planning Area B
5. Future Planning Area C



LAND USE SUMMARY

KEY	LAND USE	AC±	DENSITY & FAR RANGES	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VERY LOW DENSITY RESIDENTIAL	115.6	1.0 - 4.0	2.0	230		
LDR	LOW DENSITY RESIDENTIAL	1,955.1	3.0 - 10.0	5.0	9,774		
MDR	MEDIUM DENSITY RESIDENTIAL	58.6	10.0 - 20.0	14.0	820		
HDR	HIGH DENSITY RESIDENTIAL	121.2	25.0 - 40.0	30.0	3,636		
MU	MIXED USE	112.5	25.0 - 35.0	30.0	*2,024		
			0.20 - 2.00 FAR			0.25	**1,225,125
C	COMMERCIAL	290.7	0.25 - 1.25 FAR			0.25	3,165,723
E	EMPLOYMENT	543.0	0.25 - 1.25 FAR			0.30	7,095,924
I	INDUSTRIAL	154.4	0.25 - 1.25 FAR			0.30	2,017,699
HS/MS/ES	SCHOOL	132.0					
P	PARK	219.3					
OS	OPEN SPACE	1,489.7					
OS/UF	OPEN SPACE/URBAN FARM	392.5					
INS	INSTITUTIONAL	98.9					
	ARTERIAL/COLLECTOR ROADS	229.8					
	TOTAL	5,913.3 AC			16,484 DU		13,504,471 SF

* DWELLING UNITS/ACRE CALCULATED BY USING 40% OF MU ACREAGE
** SQUARE FOOTAGE CALCULATED BY USING 100% OF MU ACREAGE

This Land Use Plan is for preliminary planning purposes only. Boundary, land uses and street alignments are subject to change prior to final mapping and design. Acreage figures exclude Arterial and Major Collector Roads.

Figure 4.2 Land Use Plan

LAND USE SUMMARY

KEY	LAND USE	AC±	DENSITY & FAR RANGES	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VERY LOW DENSITY RESIDENTIAL	115.6	1.0 - 4.0	2.0	230		
LDR	LOW DENSITY RESIDENTIAL	1,955.1	3.0 - 10.0	5.0	9,774		
MDR	MEDIUM DENSITY RESIDENTIAL	58.6	10.0 - 20.0	14.0	820		
HDR	HIGH DENSITY RESIDENTIAL	121.2	25.0 - 40.0	30.0	3,636		
MU	MIXED USE	112.5	25.0 - 35.0	30.0	*2,024		
			0.20 - 2.00 FAR			0.25	**1,225,125
C	COMMERCIAL	290.7	0.25 - 1.25 FAR			0.25	3,165,723
E	EMPLOYMENT	543.0	0.25 - 1.25 FAR			0.30	7,095,924
I	INDUSTRIAL	154.4	0.25 - 1.25 FAR			0.30	2,017,699
HS/MS/ES	SCHOOL	132.0					
P	PARK	219.3					
OS	OPEN SPACE (E) = Existing Cemetary (V) = Vernal Pools on-site	1,489.7					
OS/UF	OPEN SPACE/URBAN FARM	392.5					
INS	INSTITUTIONAL = Existing Church	98.9					
	ARTERIAL/COLLECTOR ROADS	229.8					
	TOTAL	**5,913.3 AC**			**16,484 DU**		**13,504,471 SF**

* DWELLING UNIT NUMBER CALCULATED BY USING 60% OF MU ACREAGE

** SQUARE FOOTAGE CALCULATED BY USING 100% OF MU ACREAGE

This Land Use Plan is for preliminary planning purposes only. Boundary, land uses and street alignments are subject to change prior to final mapping and design. Acreage figures exclude Arterial and Major Collector Roads.

Table 4.1 Land Use Plan Summary

District 1

District 1 is 3,487 acres, and is comprised primarily of lands owned or controlled by Teichert (3,016 acres) as well as several properties controlled by non-participating ownerships not connected to Teichert. Based upon coordination with Sacramento County Staff, the non-participants were added to District 1 in order to round out the boundaries of the Master Plan and establish logical planning boundaries due to the irregular size and configuration of ownership patterns in the area. To meet the requirements of Policy LU-119, District 1 includes a wide variety of Residential, Commercial, Employment, Mixed Use, Park, Open Space, Schools, Urban Farm, Industrial and Institutional Land Uses needed to support the community. Given the proximity to Mather Airport and the surrounding community, development within District 1 north of Jackson Highway should acknowledge the elements of aviation.

Land uses within District 1 are illustrated by Figure 4.3 and Table 4.2.









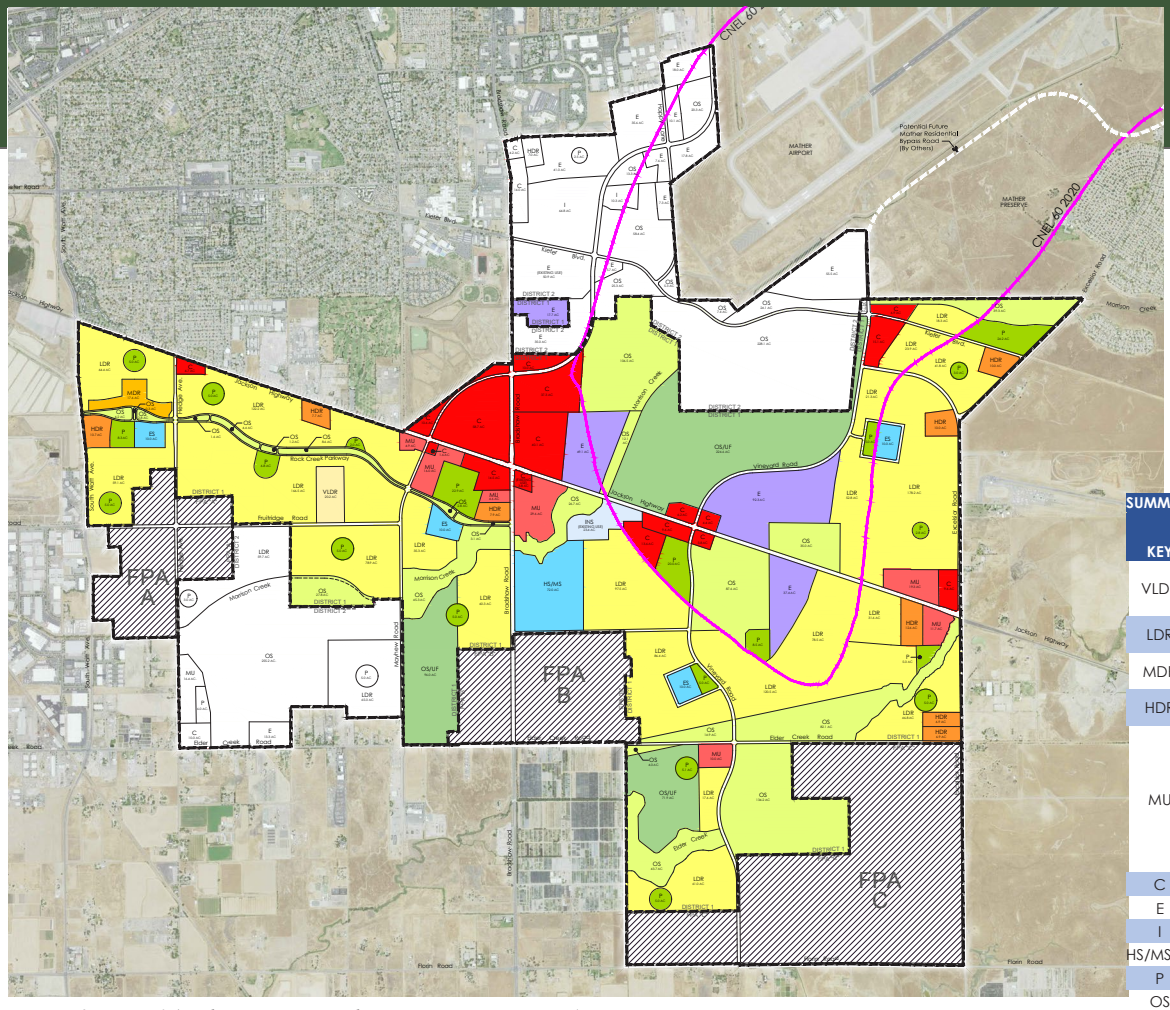


Figure 4.3 District 1 (Teichert Properties and Non-Participant Properties)

SUMMARY – DISTRICT ONE

KEY	LAND USE	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VERY LOW DENSITY RESIDENTIAL	20.2	1.0-4.0	2.0	40		
LDR	LOW DENSITY RESIDENTIAL	1,462.9	3.0-10.0	5.0	7,314		
MDR	MEDIUM DENSITY RESIDENTIAL	17.6	10.0-20.0	14.0	246		
HDR	HIGH DENSITY RESIDENTIAL	72.7	25.0-40.0	30.0	2,181		
MU	MIXED USE	96.1	Commercial and/or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ ACRE	30.0	1,729	* 0.25	1,046,529 **
C	COMMERCIAL	250.5	0.25-1.25 FAR			0.25	2,727,945
E	EMPLOYMENT	196.5	0.25-1.25 FAR			0.30	2,567,862
I	INDUSTRIAL	0.0	0.25-1.25 FAR			0.30	-
HS/MS/ES	SCHOOL	112.0					
P	PARK	153.6					
OS	OPEN SPACE	689.5					
OS/UF	OPEN SPACE / URBAN FARM	392.5					
INS	INSTITUTIONAL	23.4					
	TOTAL	3,487.4			11,510		6,342,336

Table 4.2 District 1 Summary (Teichert Properties and Non-Participant Properties)

District 2

District 2 is 1,203 acres and is comprised primarily of lands owned or controlled by Granite (1,063 acres). District 2 includes Residential, Commercial, Employment, Parks, Open Space, and Industrial uses needed to support the community. Given the proximity to Mather Airport and the surrounding community, development within District 2 north of Jackson Highway should acknowledge the elements of aviation.

Land uses within District 2 are illustrated by Figure 4.4 and Table 4.3.







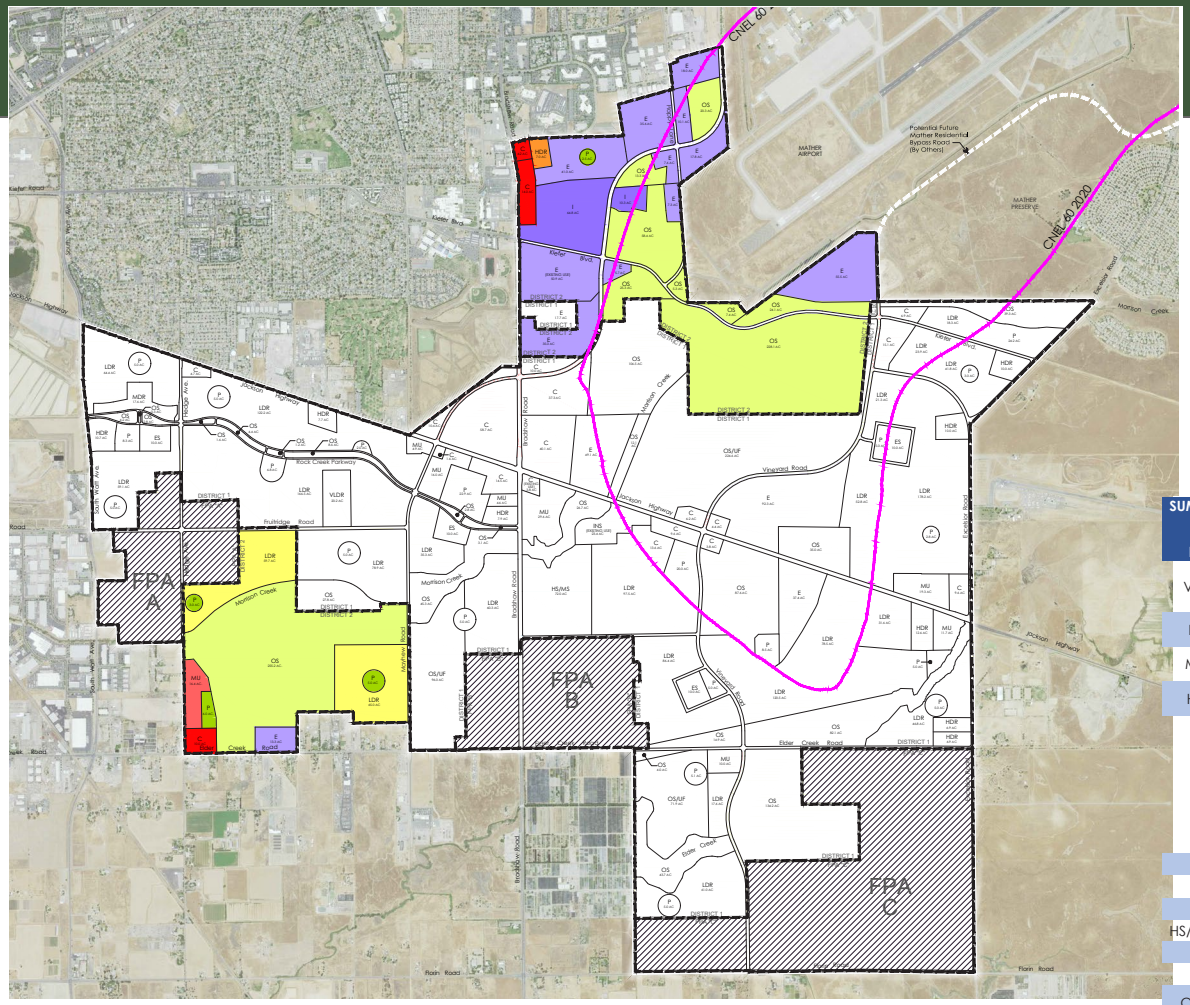


Figure 4.4 District 2 (Granite Properties)

SUMMARY – DISTRICT TWO

KEY	LAND USE	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	VERY LOW DENSITY RESIDENTIAL	0.0	1.0-4.0	2.0	0		
LDR	LOW DENSITY RESIDENTIAL	124.7	3.0-10.0	5.0	623		
MDR	MEDIUM DENSITY RESIDENTIAL	0.0	10.0-20.0	14.0	0		
HDR	HIGH DENSITY RESIDENTIAL	7.0	25.0-40.0	30.0	210		
MU	MIXED USE	16.4	Commercial and/or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ ACRE	30.0	295	* 0.25	178,596
C	COMMERCIAL	28.2	0.25-1.25 FAR			0.25	307,098
E	EMPLOYMENT	297.8	0.25-1.25 FAR			0.30	3,891,650
I	INDUSTRIAL	75.1	0.25-1.25 FAR			0.30	981,407
HS/MS/ES	SCHOOL	0.0					
P	PARK	16.5					
OS	OPEN SPACE	637.4					
OS/UF	OPEN SPACE / URBAN FARM	0.0					
INS	INSTITUTIONAL	0.0					
	TOTAL	1,203.1			1,128		5,358,751

Table 4.3 District 2 Summary (Granite Properties)

Future Planning Areas

Historic development patterns bypassed much of the Plan Area due to ongoing mining activities that began in the mid-1930s. The Master Plan, originally intended to re-design, re-purpose and reconnect current and former mining properties to the Rosemont and Vineyard Communities, was augmented during the project initiation phase to include a number of smaller non-participating parcels. This was done in order to establish a more logical planning boundary and comprehensive vision for the 5,913-acre Plan Area. Consequently, the Master Plan includes three FPAs. To ensure appropriate sizing of Master Plan infrastructure, a mix of land uses have been allocated but not sited within each of the FPAs. In order to support development of the FPAs consistent with the land use allocations, the FPAs would need to be comprehensively planned pursuant to the process and criteria presented in Section 11.3.

- FPA A is 179 acres and is generally located near the intersection of Fruitridge Road and Hedge Avenue, and contains land uses as illustrated by Figure 4.5 and Table 4.4.
- FPA B is 227 acres and is generally located near the intersection of Elder Creek Road and Bradshaw Road, and contains land uses as illustrated by Figure 4.5 and Table 4.5.
- FPA C is 587 acres and is generally located north of Florin Road and west of Excelsior Road, and contains land uses as illustrated by Figure 4.5 and Table 4.6.





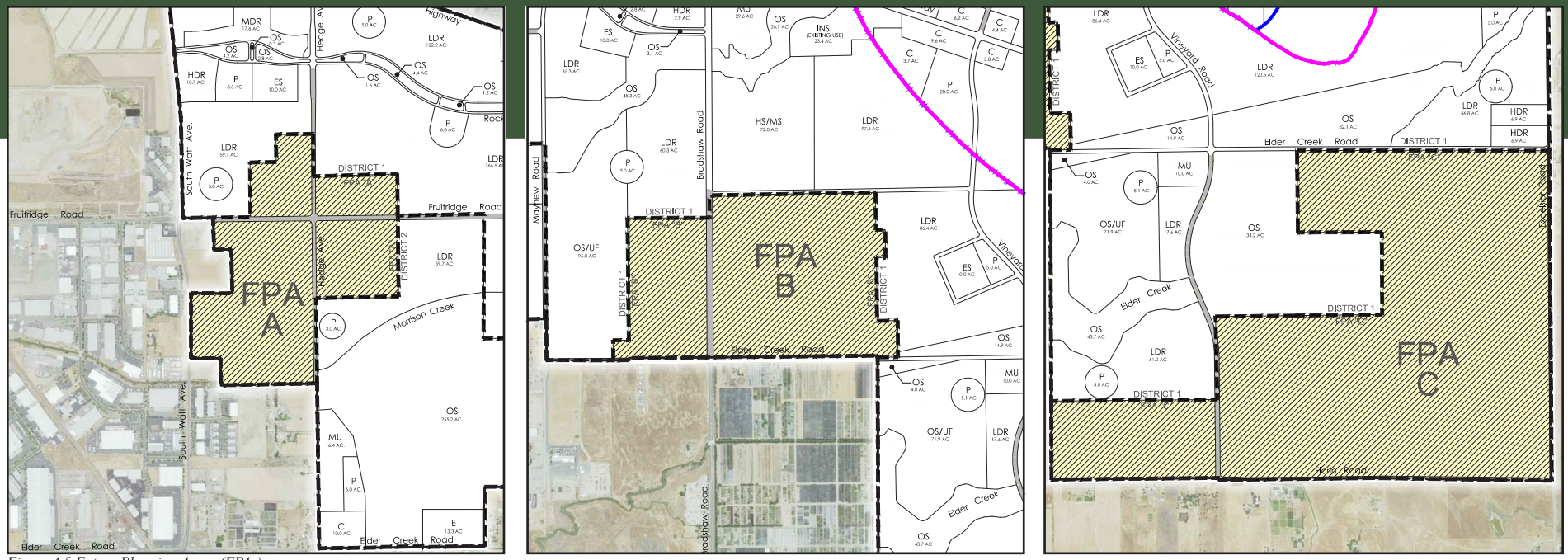


Figure 4.5 Future Planning Areas (FPAs)

SUMMARY – FPA A						
KEY	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	0.0	1.0-4.0	2.0	0		
LDR	86.3	3.0-10.0	5.0	431		
MDR	0.0	10.0-20.0	14.0	0		
HDR	7.7	25.0-40.0	30.0	231		
MU	0.0	Commercial and or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	0	0.20	-
C	0.0	0.25-1.25 FAR			0.25	-
E	48.7	0.25-1.25 FAR			0.30	636,412
I	0.0	0.25-1.25 FAR			0.30	-
HS/MS/ES	0.0					
P	8.8					
OS	27.6					
OS/UF	0.0					
INS	0.0					
TOTAL	179.1			662		636,412

Table 4.4 FPA A

SUMMARY – FPA B						
KEY	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	0.0	1.0-4.0	2.0	0		
LDR	147.6	3.0-10.0	5.0	738		
MDR	0.0	10.0-20.0	14.0	0		
HDR	13.1	25.0-40.0	30.0	393		
MU	0.0	Commercial and or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	0	0.25	-
C	0.0	0.25-1.25 FAR			0.25	-
E	0.0	0.25-1.25 FAR			0.30	-
I	0.0	0.25-1.25 FAR			0.30	-
HS/MS/ES	10.0					
P	14.7					
OS	41.5					
OS/UF	0.0					
INS	0.0					
TOTAL	226.9			1,131		-

Table 4.5 FPA B

SUMMARY – FPA C						
KEY	ACRES	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU	EST. FAR	EST. SQ. FT.
VLDR	95.4	1.0-4.0	2.0	190		
LDR	133.6	3.0-10.0	5.0	668		
MDR	41.0	10.0-20.0	14.0	574		
HDR	20.7	25.0-40.0	30.0	621		
MU	0.0	Commercial and or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	0	0.25	-
C	12.0	0.25-1.25 FAR			0.25	130,680
E	0.0	0.25-1.25 FAR			0.30	-
I	79.3	0.25-1.25 FAR			0.30	1,036,292
HS/MS/ES	10.0					
P	25.7					
OS	93.7					
OS/UF	0.0					
INS	75.5 *					
TOTAL	586.9			2,053		1,166,972

Table 4.6 FPA C

4.4 OVERVIEW OF LAND USES

The Plan Area is defined by the establishment of a number of smaller districts and neighborhoods that are linked together through the use of an interconnected parkway system that utilizes the Rock Creek Parkway and local greenways. These parkways are designed to provide mobility throughout the Plan Area through the use of trails, transit, bikeways and roadways while locating destination land uses along it. Destination land uses may include, but are not limited to higher density residential, schools, parks, urban farms and employment centers that are intended to reduce overall vehicle miles traveled (VMT) and encourage the use of transit and alternative modes of travel within the Plan Area, as summarized in Table 4.7 (Section 4.4.6) Master Plan Land Use Consistency Matrix.



The identity of each district will be enhanced through the physical form of the land use plan and special building and landscape design treatments. For the purpose of this Master Plan, districts are as defined by Section 4.3 (e.g. District 1, District 2, FPA A, FPA B, and FPA C).

4.4.1 Residential and Mixed Use Land Uses

The Plan Area has been designed to provide a wide variety of housing options including apartments, condominiums, townhouses, and single-family detached homes. A variety of housing types, densities and lot sizes provide greater housing choices and flexibility for homebuyers and renters ensuring the long-term viability of the community. Neighborhood centers will have higher density residential developments providing housing opportunities near essential services and transit. To further increase housing options, the provision of residential accessory dwellings such as a “granny flat” above garages, detached in-law structure or multi-generational architecture is encouraged in all residential neighborhoods.

Very Low Density Residential (VLDR) to be developed within a density range of 1.0 - 4.0 dwelling units per acre (This designation recognizes areas with existing large lot agricultural-residential development.). The Plan Area contains 115.6 acres of VLDR, and with a target density of 2.0 dwelling units per acre, 230 estimated dwelling units. See Figure 4.6.

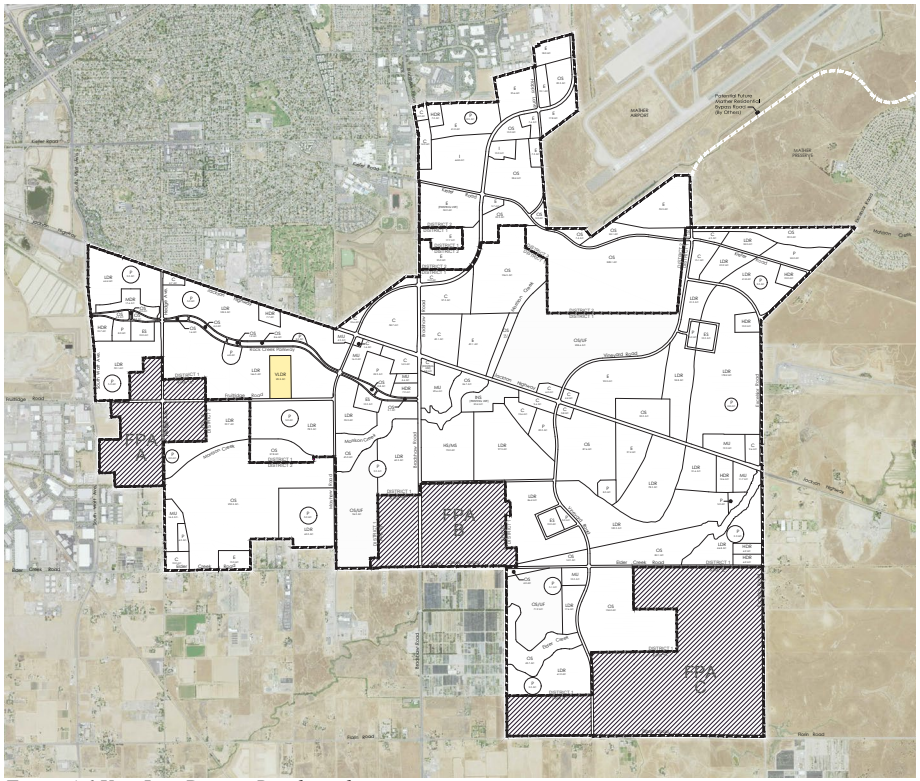


Figure 4.6 Very Low Density Residential
Note: Land uses within Future Planning Areas are not depicted.





Low Density Residential (LDR) will be developed lands with a density range of 3.0 - 10.0 Dwelling Units per acre. The Plan Area contains 1955.1 acres of LDR, and with a target density of 5.0 dwelling units per acre, 9,774 estimated dwelling units. See Figure 4.7.

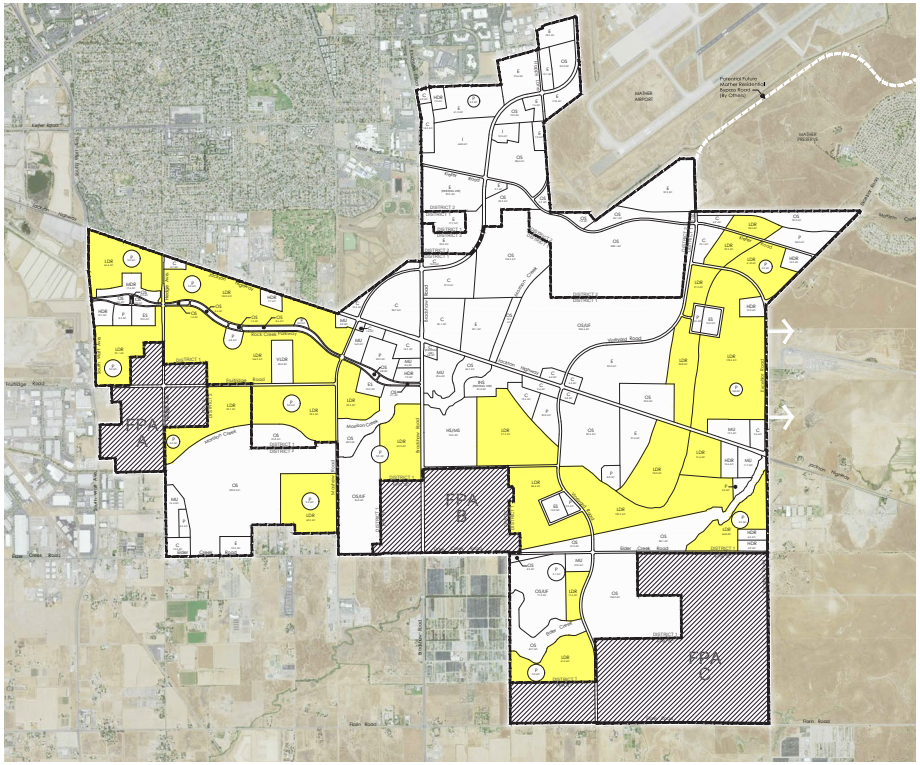


Figure 4.7 Low Density Residential
Note: Land uses within Future Planning Areas are not depicted.







Medium Density Residential (MDR) will be developed lands with a density range of 10.0 - 20.0 Dwelling Units per acre. The Plan Area contains 58.6 acres of MDR, and with a target density of 14.0 dwelling units per acre, 820 estimated dwelling units. See Figure 4.8.

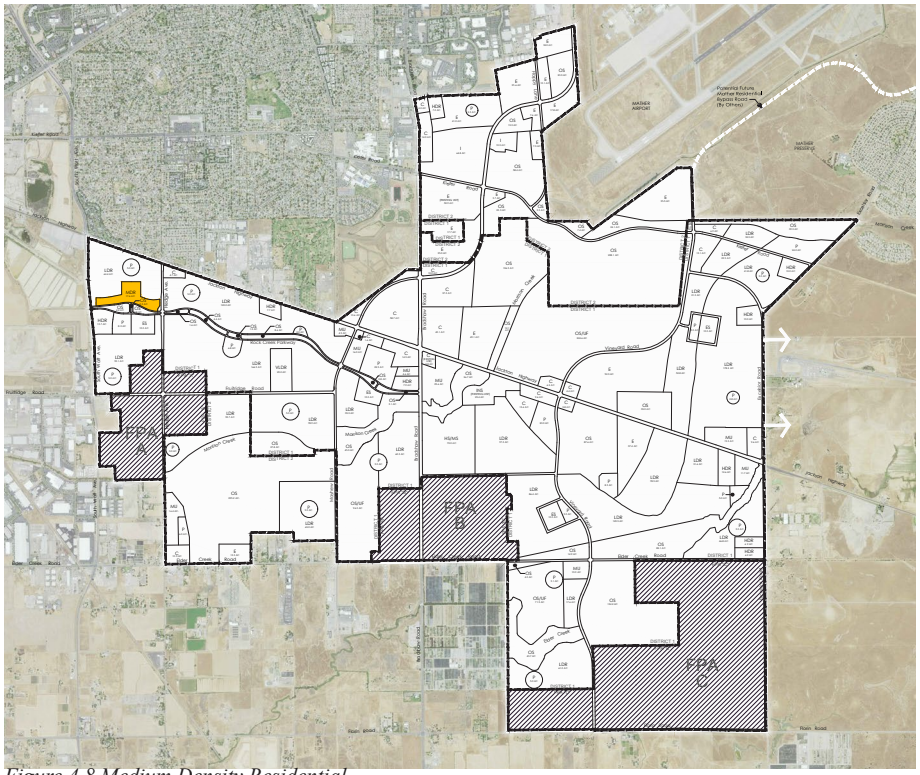
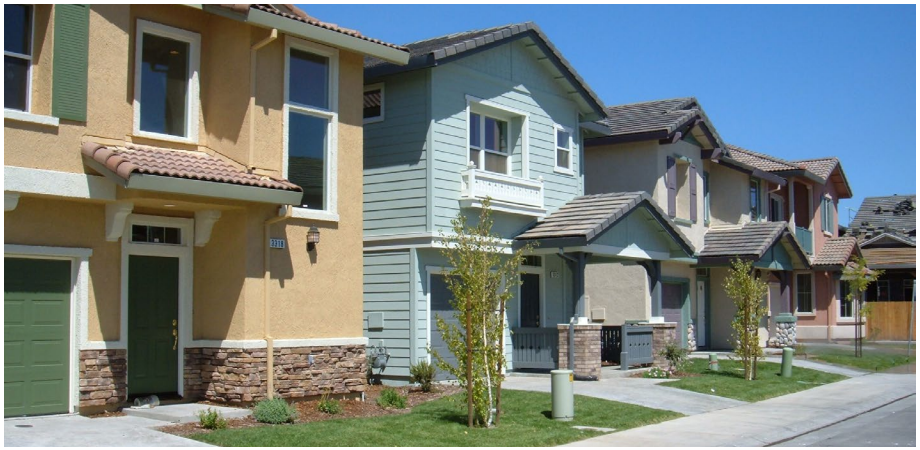


Figure 4.8 Medium Density Residential
Note: Land uses within Future Planning Areas are not depicted.





High Density Residential (HDR) will be developed with a density range of 25.0 - 40.0 Dwelling Units per acre. The Plan Area contains 121.2 acres of HDR, and with a target density of 30.0 dwelling units per acre, 3,636 estimated dwelling units. See Figure 4.9.

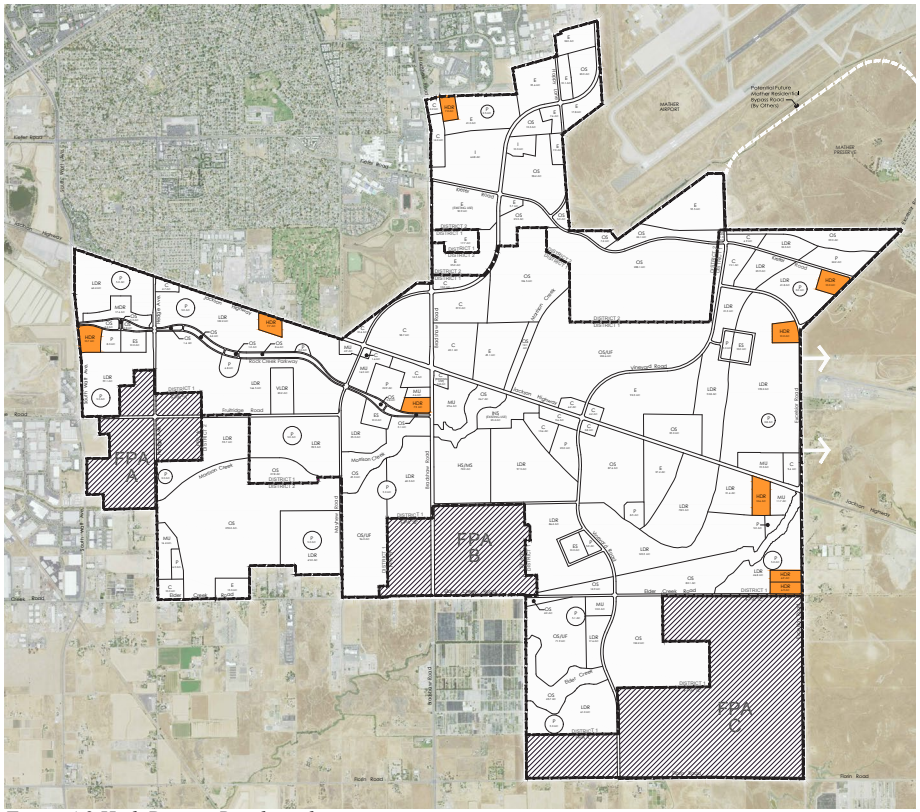


Figure 4.9 High Density Residential
Note: Land uses within Future Planning Areas are not depicted.







Mixed Use (MU) lands will be developed with a residential density range of 25.0 - 35.0 Dwelling Units per acre and/or Commercial / Employment uses with a Floor Area Ratio (FAR) of 0.20 - 2.0 with a target of 0.25 FAR. The MU target density is 30.0 dwelling units per acre. The intent of the mixed-use designation is to allow for a combination of commercial, and or office uses, and residential uses. The Plan Area contains 112.5 acres of MU, and using 60% of the MU acreage, has 2,024 estimated dwelling units, and 1,225,125 square feet of commercial/employment. These dwelling unit and square foot projections are estimates only and may vary within the allowable density and FAR ranges with final design. See Figure 4.10.

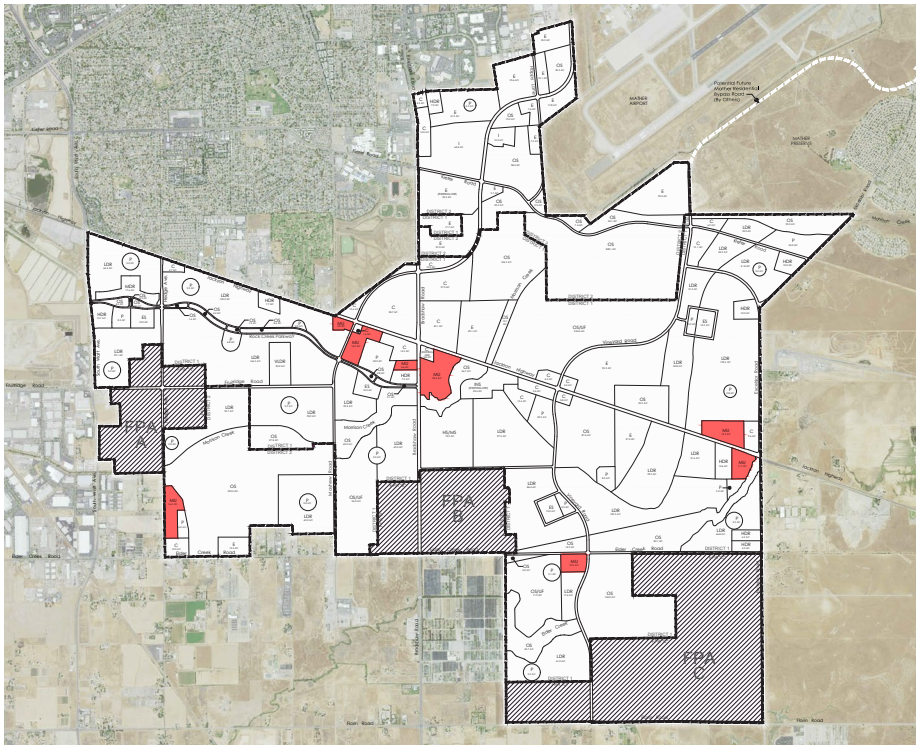


Figure 4.10 Mixed Use

Note: Land uses within Future Planning Areas are not depicted.

The mixed-use land use designation provides an opportunity for vertically and/or horizontally integrated residential and commercial/employment development.



4.4.2 Commercial and Employment Land Uses

A diverse economy supported by a range of economically viable land uses is needed to ensure economic growth and stability. The Master Plan will include a diverse range of commercial land uses, ranging from neighborhood commercial to community retail and commercial opportunities. Commercial sites are placed at key locations along major roadways and within internal parkways. Providing a mixture of uses in vertical and horizontal form is encouraged within all commercial areas where appropriate.

There are several opportunities to develop employment hubs within the Plan Area due to its convenient location near Mather Airport, existing employment centers, and the Highway 50 corridor. Growth at Mather Airport could generate new opportunities for job growth within the Plan Area. The Plan Area is well-positioned to provide air cargo support services and employment related businesses while not being within the airfield itself.

Retail and employment opportunities will be available in each of the districts, from small scale retail shops and professional offices in neighborhood centers, to national chain stores and office complexes in the business districts. Employment centers will provide a mix of office and light-industrial uses, such as manufacturing, research, warehousing, aviation service industry, and equipment storage. Business parks will provide a mix of office uses such as banks, libraries, doctors' offices, general business offices and other similar uses. These parks will be incorporated into the community harmoniously with other commercial land uses to foster economic growth in the plan area. Offices and light-industrial uses that do not generate heavy truck traffic will be used to buffer residential from more intensive industrial land use types as appropriate. To ensure there are no conflicts, uses that would allow for idling trucks such as repair facilities, storage yards or truck terminals will be required to provide adequate screening, setbacks and landscaping.

Commercial lands can be developed within a FAR range of 0.25-1.25 with a target of 0.25. The Plan Area contains 290.7 acres of commercial, and with an estimated FAR of 0.25, results in 3,165,723 square feet of commercial space. See Figure 4.11.

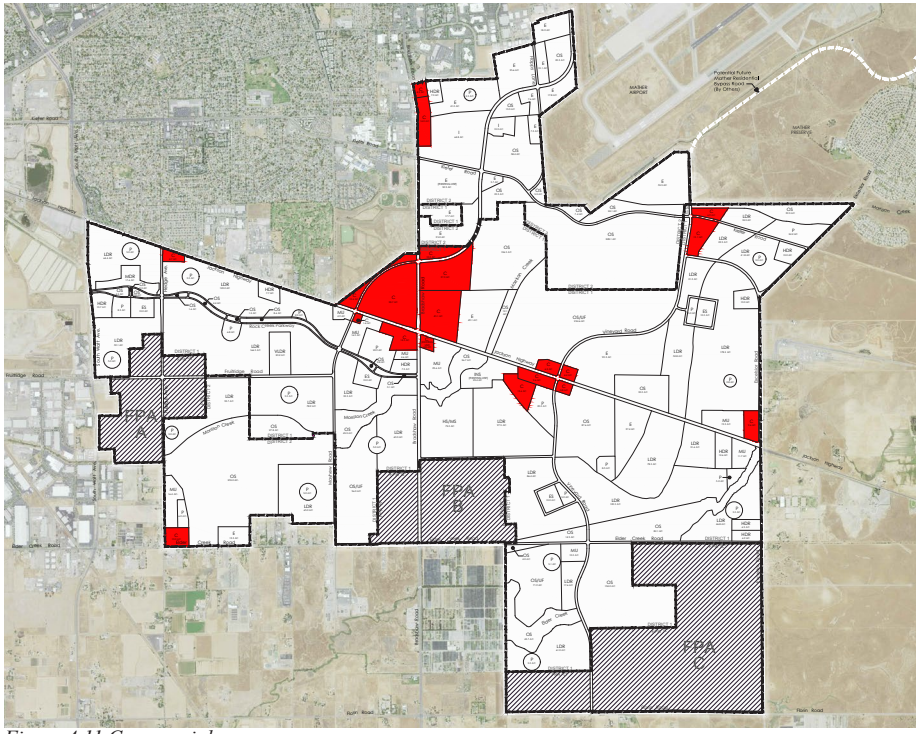


Figure 4.11 Commercial
Note: Land uses within Future Planning Areas are not depicted.

Employment lands can be developed within a FAR range of 0.25-1.25 with a target of 0.30. The Plan Area contains 543 acres of employment, with an estimated FAR of 0.30, results in 7,095,924 square feet of employment space. See Figure 4.12.

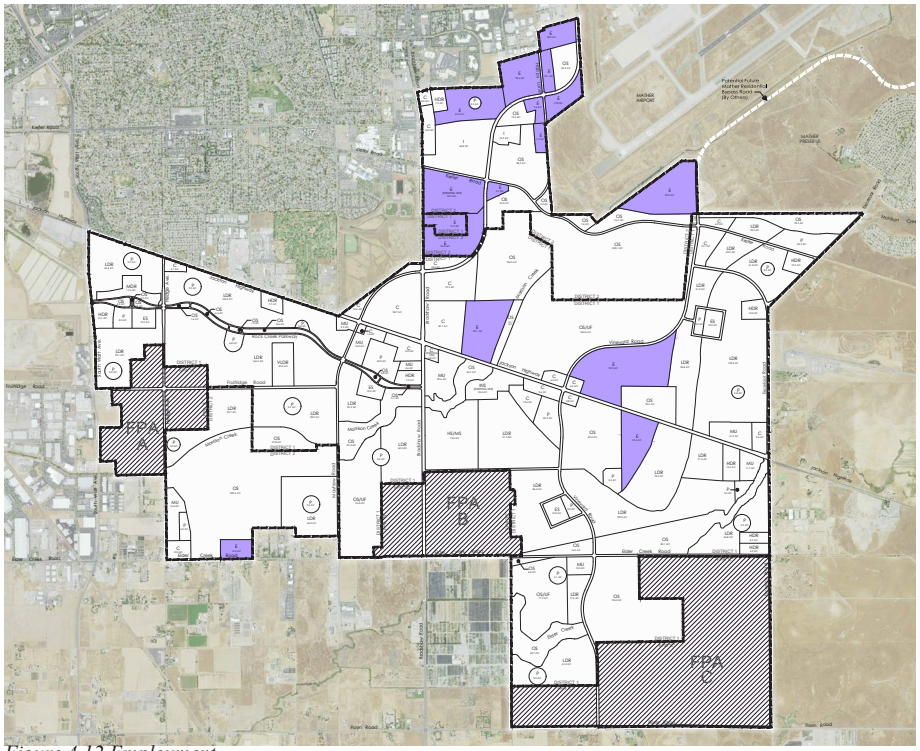


Figure 4.12 Employment
Note: Land uses within Future Planning Areas are not depicted.







4.4.3 Industrial Land Uses

The Master Plan incorporates Industrial land uses for manufacturing, warehousing, distribution assembly, research and development, and related uses. These uses will be strategically placed in order to consolidate business and manufacturing and prevent disruption to other uses such as commercial and residential zones.



Industrial lands can be developed within a FAR range of 0.25-1.25 with a target of 0.30. The Plan Area contains 154.4 acres of Industrial, and with an estimated FAR of 0.30, results in 2,017,699 square feet of industrial space. See Figure 4.13.

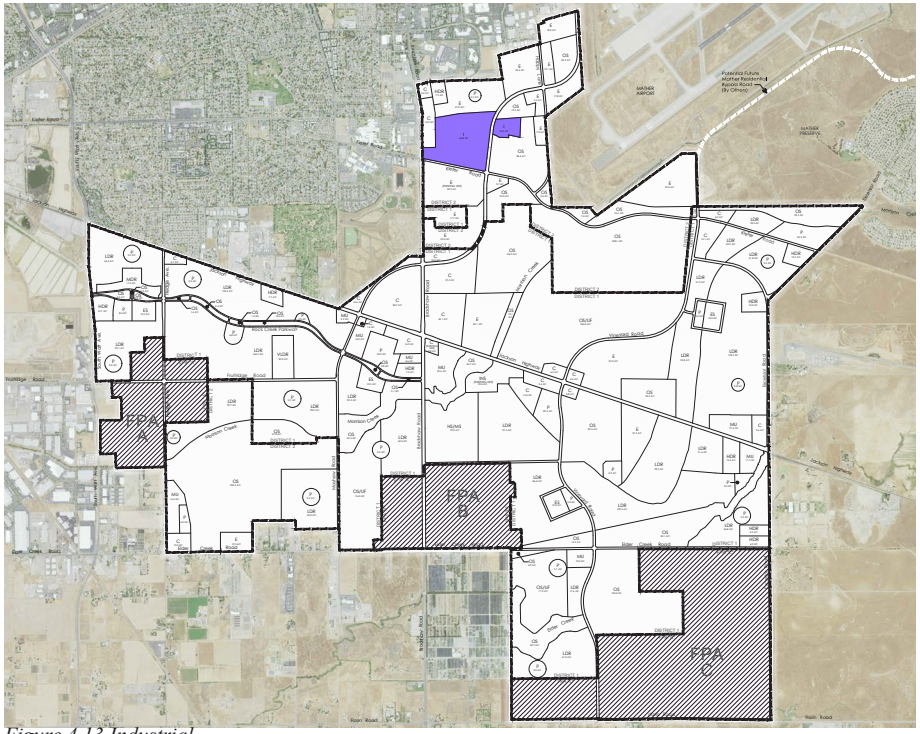


Figure 4.13 Industrial
Note: Land uses within Future Planning Areas are not depicted.

4.4.4 School and Institutional Land Uses

The Master Plan provides five locations for K-12 school sites within District 1, as well as institutional uses. Additional school sites are planned for FPA B and FPA C.







School lands will be developed consistent with the requirements of the Elk Grove Unified School District or the school district under which the boundaries of the parcel are located. The Plan Area contains 132.0 acres of school land uses. See Figure 4.14.

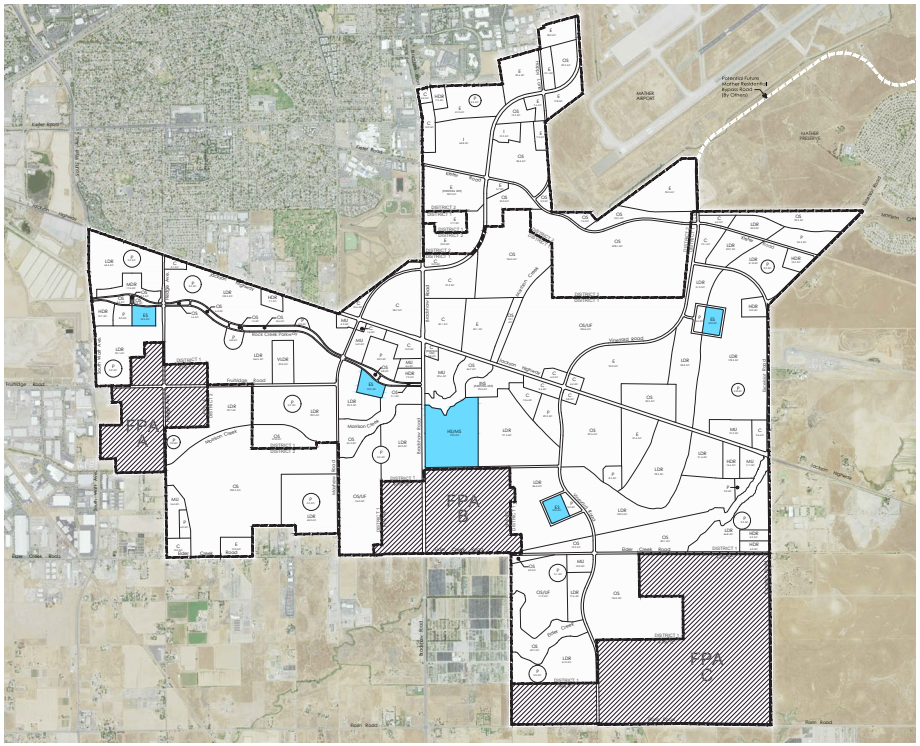


Figure 4.14 School
Note: Land uses within Future Planning Areas are not depicted.

Institutional land uses within the Plan Area are primarily made up of existing uses associated with a church and its ancillary facilities. The total acreage reflected in the Plan Area includes a total of 98.9 acres under existing setting and proposed Plan Area. See Figure 4.15.

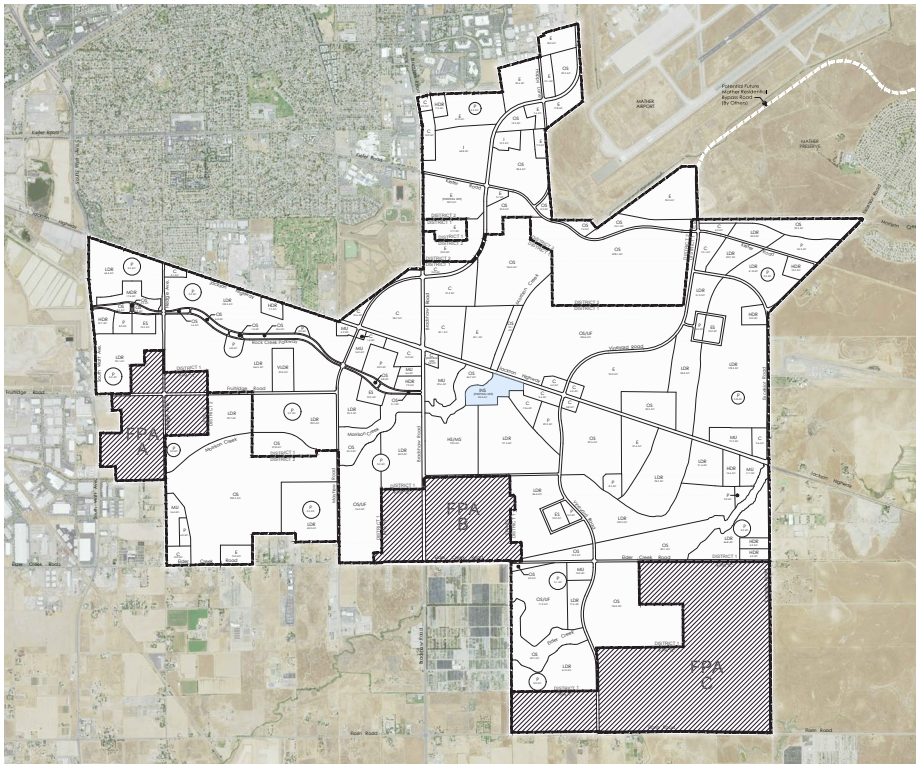


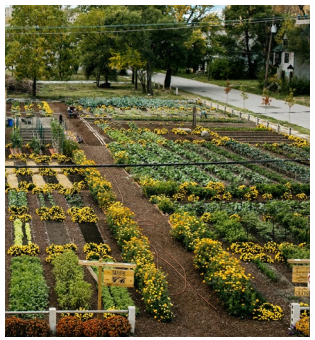
Figure 4.15 Institutional
Note: Land uses within Future Planning Areas are not depicted.

4.4.5 Park, Open Space and Urban Farm

The Plan Area is notable for the extensive acreage it has designated for park, open space and urban farm land uses. These uses are intended to provide considerable opportunities for recreation and healthy living as well as access to locally produced agriculture.

Additionally, there may be opportunities to create a local food network through the establishment of food processing plants and wholesale local food distribution centers associated with the urban farms within the Plan Area. These will be within close proximity of Highway 50 which will provide access to the Sacramento region and beyond.







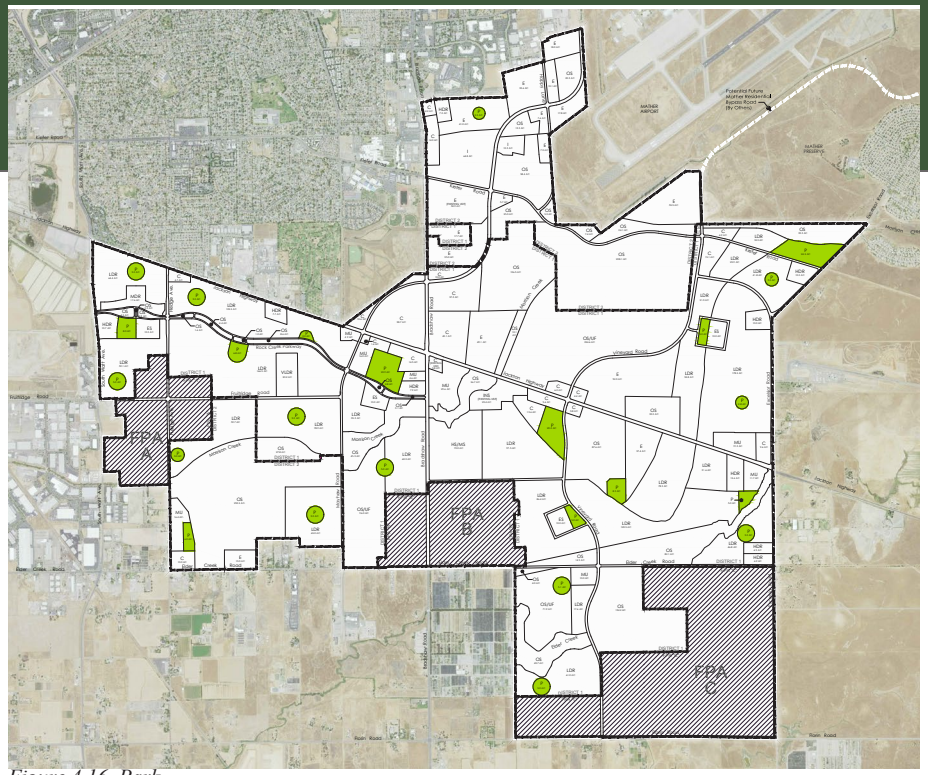


Figure 4.16 Park

Note: Land uses within Future Planning Areas are not depicted.

Park lands within the Plan Area total 219.3 acres. In addition to the parks shown on Figure 4.16, parks will also be located within Future Planning Areas. Although the locations have not been specified, they shall be located according to the following criteria. FPA A shall have two parks; one east and one west of Hedge Avenue. FPA B shall have two parks with at least one approximately 5 acre park located west of Bradshaw Road. FPA C shall have three parks with one located west of Vineyard Road and two located east of Vineyard Road. One of the parks located east of Vineyard Road shall be a Community Park. Additional park siting criteria can be found within Chapter 6 of this Master Plan.

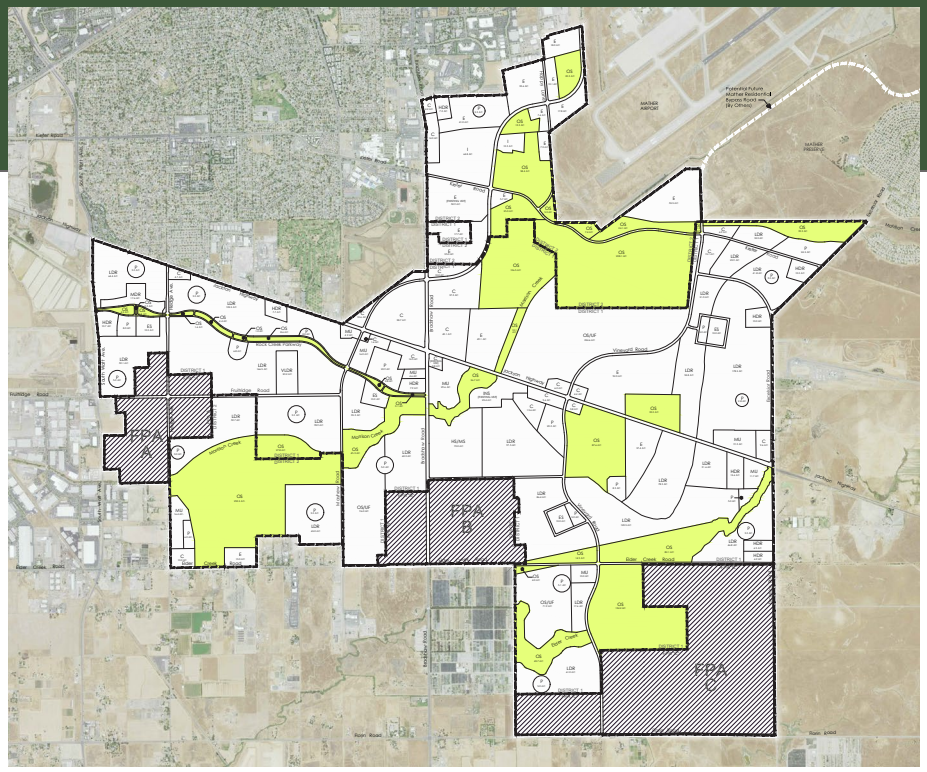


Figure 4.17 Open Space

Note: Land uses within Future Planning Areas are not depicted.

Open Space lands within the Plan Area total 1,489.7 acres. Some Open Space lands may be used as Urban Forests, which can be achieved by planting region-appropriate tree species in multiple sizes to reach tree canopy coverage consistent with current County standards. New tree species shall be selected using Sacramento Tree Foundation's "Shady 80" list and SMAQMD's "Landscaping Guidance for Improving Air Quality Near Roadways". See Figure 4.17.







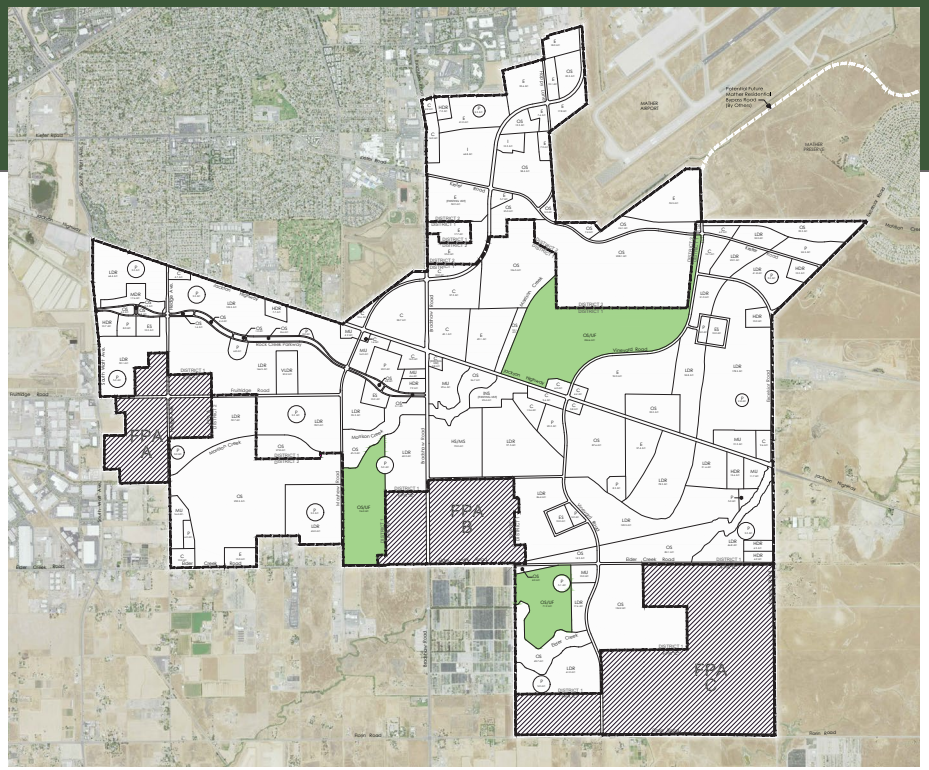


Figure 4.18 Urban Farm
Note: Land uses within Future Planning Areas are not depicted.

Urban Farm lands can be developed per County code, which allows for educational and agricultural processing facilities including agricultural production. Uses for produce grown on WJHMP area farms could include canning, olive presses, boxing, sales, and market stands but would be limited in scale (less than 5 acres) and set-back from any residential uses by 200 ft. Unless otherwise amended or included within an SPA established for the Plan Area, temporary use permits would be pursued for community events. The Plan Area contains 392.5 acres of urban farm lands. Sacramento County General Plan Policy AG-6 also allows for mitigation credit for urban farmland if certain requirements are met (see Sacramento County General Plan for requirements). See Figure 4.18.

4.4.6 Master Plan Land Use Consistency

The following Table 4.7 is provided for reference as a Land Use Consistency Matrix summarizing how the land uses within the Master Plan relate to the County's General Plan land use designations and zoning code

WJHMP LAND USE	WJHMP DENSITY RANGE	CONSISTENT GENERAL PLAN LAND USE DESIGNATION & DENSITY	CONSISTENT COUNTY ZONING
VERY LOW DENSITY RESIDENTIAL (VLDR)	1.0-4.0 DU/ACRE	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE	RD-1, RD-2, RD-3, RD-4, SPA
LOW DENSITY RESIDENTIAL (LDR)	3.0-10.0 DU/ACRE	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE	RD-3, RD-4, RD-5, RD-7, RD-10, SPA
MEDIUM DENSITY RESIDENTIAL (MDR)	10.0-20.0 DU/ACRE	NONE (COUNTY'S MDR IS 13.0-30.0 DU/ACRE*)	RD-10, RD-15, RD-20, SPA
HIGH DENSITY RESIDENTIAL (HDR)	25.0-40.0 DU/ACRE	NONE (COUNTY'S HDR IS 31.0-50.0 DU/ACRE*)	RD-25, RD-30, RD-40, SPA
MIXED USE (MU)	Commercial and/or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	MIXED USE, TRANSIT ORIENTED DEVELOPMENT	NMC .25-2.0, SPA, CMC, GC
COMMERCIAL (C)	0.25-1.25 FAR	COMMERCIAL AND OFFICES 0.25-2.5 FAR	NMC, BP, C-O, GC, LC, SPA
EMPLOYMENT (E)	0.25-1.25 FAR	COMMERCIAL AND OFFICES 0.25-2.5 FAR	NMC, BP, C-O, GC, LC, SPA, O, M-1, MP
INDUSTRIAL (I)	0.25-1.25 FAR	INDUSTRIAL INTENSIVE 0.15-0.8 FAR, INDUSTRIAL EXTENSIVE 0.15-0.4 FAR	M-1, M-2, MP, SPA
SCHOOL (HS/MS/ES)	N/A	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE, PUBLIC AND QUASI-PUBLIC	RD-5 (PQP), RD-7, RD-10, SPA
PARK (P)	N/A	LOW DENSITY RESIDENTIAL 1.0-12.0 DU/ACRE	RD-1, RD-2, RD-3, RD-4, RD-5, RD-7, RD-10, RD-15, RD-20, RD-25, RD-30, RD-40, NMC, RR, O, SPA
OPEN SPACE (OS)	N/A	RECREATION, NATURAL PRESERVE	O, SPA, RR, AG-20, AG-40, A-80, AG-160
OPEN SPACE/URBAN FARM	N/A	RECREATION	AG-20, AG-40, A-80, AG-160, SPA
INSTITUTIONAL	N/A	UBLIC AND QUASI-PUBLIC	M-1, SPA

*Assumed target density is consistent with County's density range.

Table 4.7 Master Plan Land Use Consistency Matrix

4.5 OTHER LAND USE CONSIDERATIONS

4.5.1 Transition of Existing Land Uses

As discussed in Chapter 3, at the time of adoption of this Master Plan a mixture of existing land uses were already present throughout the Plan Area. Mining related uses, such as active mining sites and aggregate processing facilities, were most common, although small commercial and industrial operations, agricultural uses, and limited residential were also scattered throughout the Plan Area. The Master Plan does not require the phase-out of these facilities and other uses, but provides for the transition to land uses as approved in the Master Plan over time.

Adoption of the Master Plan does not require current land activities to cease but does provide opportunities to transition to ultimate land uses established by this Master Plan if and when the land owner elects to, so long as the land use transition is consistent with this adopted Master Plan. Figure 4.19 illustrates the existing connections between the Plan Area and adjacent neighborhoods.

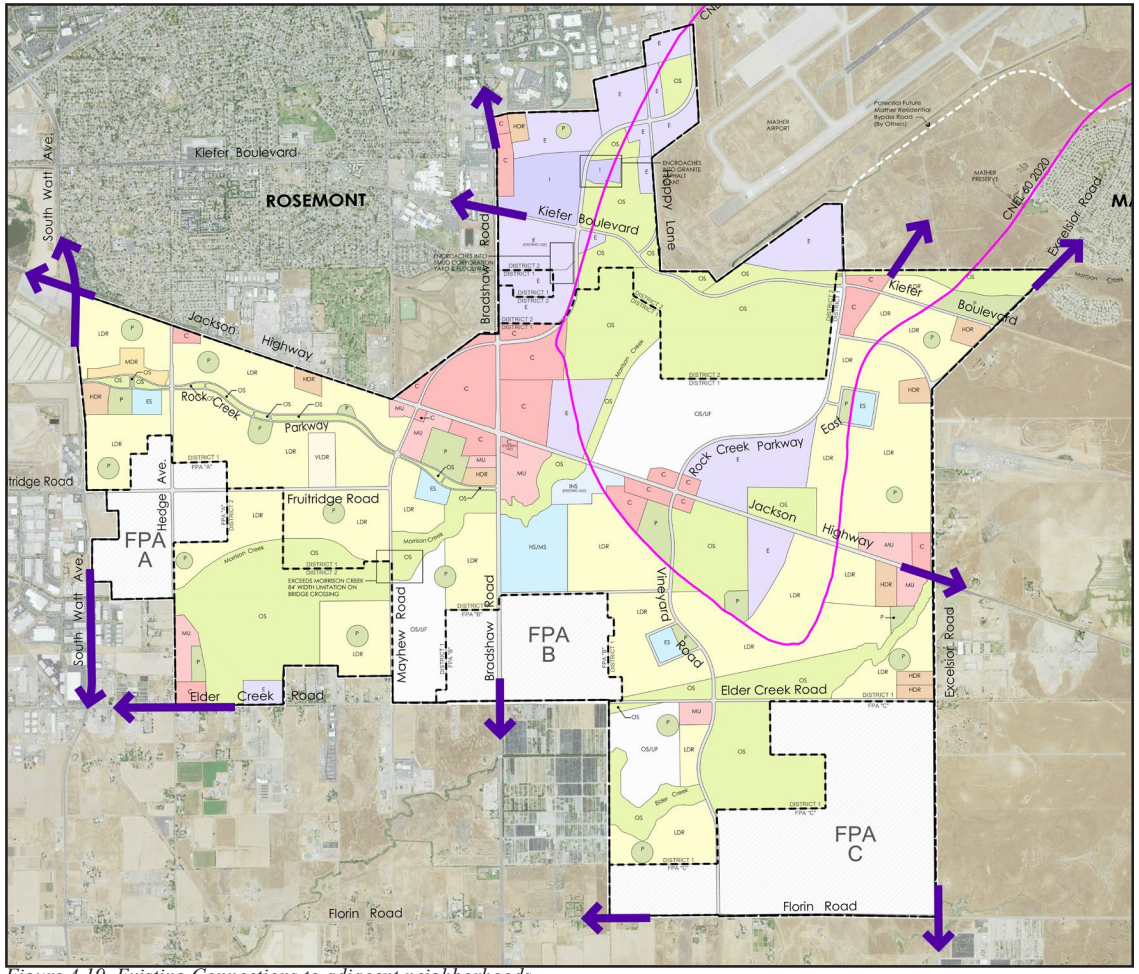


Figure 4.19 Existing Connections to adjacent neighborhoods

4.5.2 Regional Housing Needs Assessment (RHNA)

California State Law (California Government Code Section 65584) requires Cities and Counties to plan for and accommodate their fair share of regional housing needs through land use and zoning. Within Sacramento County, the SACOG is the entity authorized to determine the future housing needs of the region through the adoption of a Regional Housing Needs Plan (RHNP).

SACOG adopted the most recent RHNP in 2019 for the period between 2021 and 2029. The RHNP allocates a total number of housing units that Sacramento County must plan for within the 8 year time frame, resulting in a Regional Housing Needs Allocation (RHNA) that includes a distribution of housing affordable to very low, low, and moderate income households.

In accordance with the RHNA for Sacramento County at the time of project approval, the Master Plan is required to provide 30.2% of the proposed housing stock in land designated as being developed at 30 units/acre or greater. The current RHNA obligation for low, and very-low-income units is 33.6 percent of the housing stock. Ninety percent of that obligation would require 30.2 percent be suitable for low and very-low-income units. As illustrated by Table 4.8, the Master Plan meets or exceeds the current RHNA requirements at the time of plan adoption. Land use districts have been designed to accommodate these RHNA densities throughout the Plan Area in appropriate locations, along major corridors and adjacent to transit. These requirements are detailed in the Sacramento County General Plan under Policy LU-120.

OVERALL MASTER PLAN RESIDENTIAL SUMMARY					
KEY	LAND USE	AC±	DENSITY & FAR RANGE	TARGET DENSITY	EST. DU
VLDR	VERY LOW DENSITY RESIDENTIAL	115.6	1.0-4.0	2.0	230
LDR	LOW DENSITY RESIDENTIAL	1,955.1	3.0-10.0	5.0	9,774
MDR	MEDIUM DENSITY RESIDENTIAL	58.6	10.0-20.0	14.0	820
HDR	HIGH DENSITY RESIDENTIAL	121.2	25.0-40.0	30.0	3,636*
MU	MIXED USE	112.5	Commercial and or Office: 0.20-2.0 FAR Residential: 25.0-35.0 DU/ACRE	30.0	2,024*
	TOTAL	2,363.0			16,484 DU

* RHNA units exceed the 30.2% requirement

Table 4.8 Overall Master Plan Residential Summary

4.5.3 Jobs/Housing Balance

The Plan Area is strategically located in a region that has easy and convenient access to numerous job centers. As shown on Figure 4.20, The Plan Area is geographically located within 5 miles of several major employment nodes, including Mather Airport, Rancho Cordova, and the Sacramento Army Depot. Based on SACOG's 2020 data, there are approximately 243,234 jobs located within 5 miles of the WJHMP area.

In addition to being located within easy access of major job centers, the Master Plan is intended to promote a healthy jobs/housing balance within the Plan Area. Primary consideration has been given to providing an appropriate mixture of jobs which are strategically disbursed along major circulation corridors which simplifies access and reduces overall VMT within the Plan Area.

As shown on Table 4.9, the Master Plan will generate approximately 29,223 jobs. This number is based upon an estimate of typical employment yields for anticipated land uses, and does not take into account permanent jobs associated with operating parks, police, or fire service within the Plan Area.

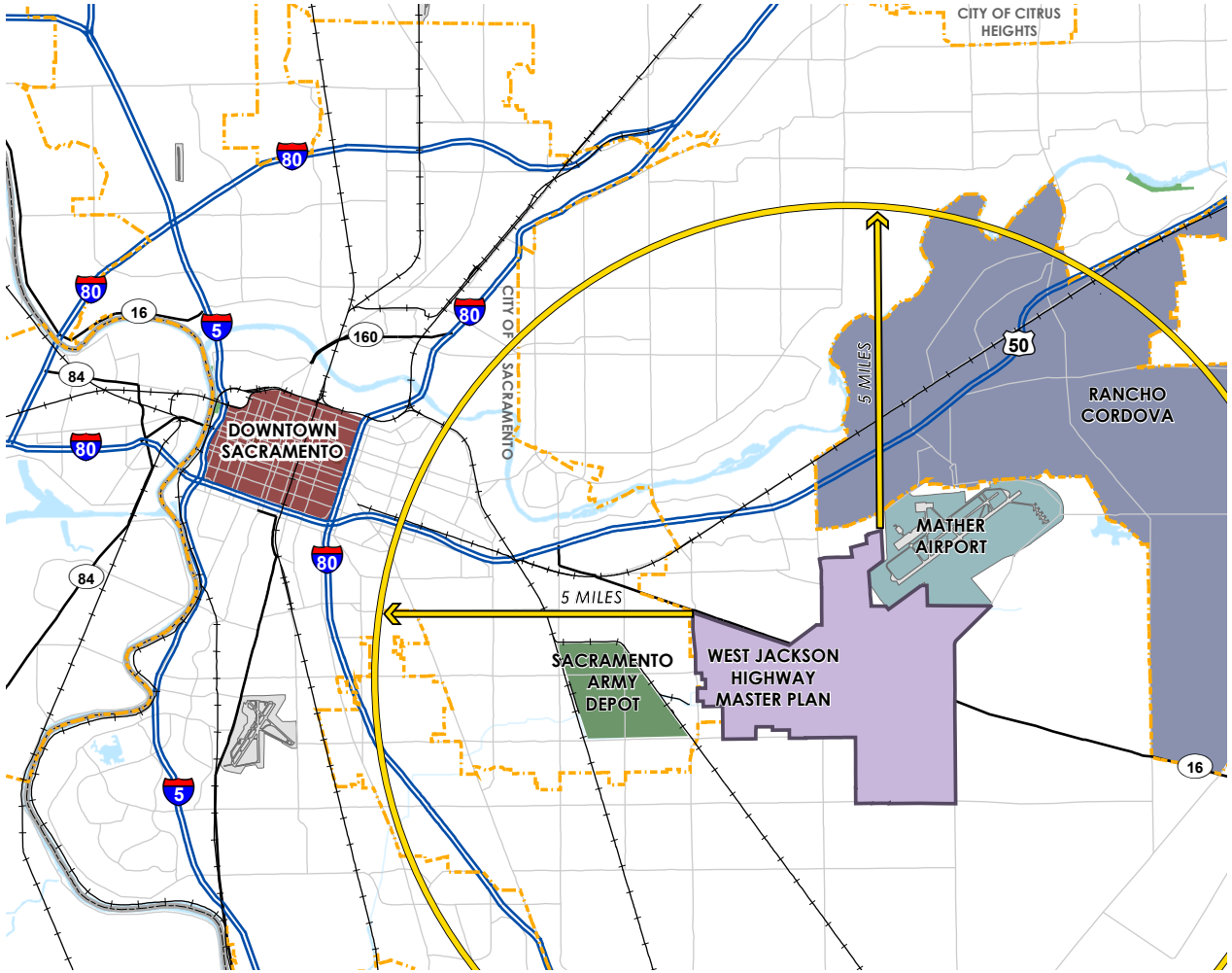


Figure 4.20 Proximity to Employment

Land Use	Acreage	FAR	EST. SF±	Employees* Per S.F.	Employees
Commercial	291	0.25	3,165,723	1 per 500	6,331
Employment	543	0.30	7,095,924	1 per 410	17,307
Mixed-Use	112	0.25	1,225,125	1 per 400	3,063
Industrial	154	0.30	2,017,699	1 per 800	2,522
Schools	132	TBD	TBD	TBD	TBD
TOTAL ESTIMATED JOBS					**29,223**

* Employees Per S.F. numbers derived from DKS Local Transportation Analysis.

Table 4.9 Estimated On-Site Employment for Master Plan

Based upon these numbers, the Plan Area will provide approximately 1.7 jobs per household. This number will provide a multitude of job opportunities for Plan Area residents, and will contribute to a reduction in overall VMT of the region by helping to correct the existing jobs imbalance in the vicinity of the Plan Area.

4.5.4 Avigation Easements

Due to the proximity of Mather Airport, avigation easements shall be recorded on all properties within the Mather Airport Planning Policy Area. Policies that apply to aircraft noise sources consistent with Policy NO-4 in General Plan Noise Element can be found in Section 4.6.

4.5.5 Existing Construction Materials Facilities

The Plan Area's current physical character is largely a result of its long and productive history providing construction materials to the greater Sacramento region. Once the site of ancient rivers, the Plan Area's rich abundance of fertile soils and sand and gravel has nurtured the growth of the Sacramento region over the past century.

Today, Teichert and Granite independently operate aggregate processing facilities within and adjacent to the Plan Area, at locations illustrated by Figure 3.14. These facilities handle the processing and sales of construction materials, including sand, gravel, ready-mix concrete, and asphalt concrete, which are served by a series of conveyor lines that transport raw aggregate materials from active mining sites.

This Master Plan allows and promotes the continued operation of construction materials production facilities (such as the existing Teichert Perkins Plant and the Granite Bradshaw processing plants) concurrent with the transition of the Plan Area to more urban uses.

In order to allow for the continued operation of these facilities, a master plan policy has been developed and can be found in Section 4.7.

4.5.6 Buffers and Screening

This Plan has been developed to address the interface between existing and proposed residential and industrial land uses. Where these land uses are located adjacent to each other, special considerations for buffers and screening are warranted. These considerations may include one or more of the following: grading and elevations, landscape buffers, setbacks, roadway layout, and the siting of facilities and future parcels. Specific guidance is included in the County-wide Design Guidelines as supplemented for this Master Plan (see Appendix A), and will be implemented through subsequent tentative maps and zoning.

4.6 POLICIES RELATED TO LAND USE

The following section lists the applicable polices of Chapter 4 relating to Land Use. Policies have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

Aircraft Noise Sources and Right of Flight

Policy 4.1 Notification shall be provided to all prospective buyers that residential parcels are located within the Mather Airport Planning Policy Area and that aircraft operations occur over the Plan Area.

Policy 4.2 Granting the right of flight and unobstructed passage of aircraft into and out of Mather Airport and recordation of the avigation easement shall be provided to the benefit of Sacramento County.

Continuation of Operations

Policy 4.3 All existing buildings, structures, equipment, and uses within the Plan Area (including replacement of said facilities) shall be allowed to continue to operate so long as they are consistent with prior project approvals. Existing uses may also expand, provided doing so is consistent with the County's Design Guidelines and Master Plan Supplemental Design Guidelines. It is the intent of this Master Plan to allow and promote the continuation of construction materials production operations until such time as they are complete and able to transition to the land uses identified in this Master Plan or established by future development approvals. Existing land uses include but are not limited to the following:

a) Surface mining and reclamation.
b) Aggregate pre-wash facility.
c) Crushing and screening.
d) Conveyor line and related facilities.
e) Soil drying beds and silt ponds.
f) Water ponds and related facilities.
g) Ready-mix concrete batch plants.
h) Asphaltic-concrete batch plants.
i) Construction materials recycling.
j) Stockpiling of mined and processed materials.
k) Such other uses that are allowed or may be allowed under already-approved or future mining and/or reclamation entitlements.

Land Use and Urban Design

Policy 4.4 Maintain the general development pattern illustrated on Figure 4.2, Land Use Plan, and the intensities identified in Table 4.1, Land Use Summary, to ensure a balanced mix of uses and VMT reduction/maintenance goals.

Policy 4.5 Maintain the quantity and mix of non-residential, employment-generating uses within the Plan Area to ensure that such uses remain "right-sized" for the development plan.

Policy 4.6 As a target, a minimum of 30 du/ac shall be achieved through a plan-wide average of all high-density and mixed-use residential development as illustrated on Figure 4.2, Land Use Plan, and the intensities identified in Table 4.1, Land Use Summary.

CHAPTER 5: MOBILITY

5.1 PURPOSE AND INTENT

The mobility chapter has been prepared to address the design, location, and character of the vehicular, trail, and transit system within the Plan Area. The Master Plan provides access to its diverse land uses such as residential, community and neighborhood commercial, employment, urban farms, schools, open space and recreational areas through an interconnected transportation system designed to simplify access and reduce the need for automotive travel.

There will be an extensive network of streets and off-street trails to connect uses within each district and between districts. This network will be integrated throughout the Plan Area to connect people to places where they live, work, shop and play. Street patterns will be designed to maximize connectivity, while off-street trails will be established in open space corridors in order to provide pedestrian and bicycle access to destinations.

Connectivity will require careful consideration due to the unique topography of the Plan Area. In some cases, existing development patterns and topographic variations make roadway connections difficult. The Circulation Framework will strategically use bicycle and pedestrian trails to allow connectivity to key intersections, schools, or commercial centers in order to facilitate access options and to promote connectivity to adjacent areas such as Rosemont, Mather Independence and Jackson Township.





5.2 MOBILITY OBJECTIVES

The following section lists the applicable objectives of Chapter 5 relating to Mobility.

Circulation

Objective 5.1 Circulation within the Plan Area should promote efficient movement of people and goods within the Plan Area and the reduction of VMT.

Objective 5.2 Plan Area roadways will be designed to accommodate alternate modes of transportation including public transportation, bicyclists, and pedestrians.

Objective 5.3 The Plan Area will provide a multi-use trail and bikeway system.

Objective 5.4 Reinforce the pedestrian-friendly nature of roadways and trail systems with tree canopied walkways combined with inviting architecture and lighting palettes.

Objective 5.5 Adopt street design standards which create an interconnected system of medians, planter strips, and modified roadway design standards such a cross gutters, road crowning, and curb cuts to facilitate LID and stormwater reduction and conveyance.

Objective 5.6 Provide opportunities for an off-street trail system linking residential neighborhoods to commercial, recreational, school, employment, and Urban Farm locations with support at beginning end points (such as bicycle parking at employment and commercial centers).

Objective 5.7 Provide a street design where feasible that will allow for greater interconnectivity within and between the project's neighborhoods and will result in a more efficient travel pattern that addresses topographic variations.

Objective 5.8 Provide access and connectivity to areas that are below grade for vehicles, bikes and pedestrians.







Objective 5.9 Provide Class I multi-use trails separated from roadways to facilitate protected routes to school, provide recreational and exercise opportunities, and connect the Plan Area with adjacent developments.

Objective 5.10 Encourage community transit service that would allow local and regional connections to RT transit routes.

5.3 CIRCULATION FRAMEWORK

The circulation system for the Plan Area is comprised of a hierarchy of roadways designed to provide access to proposed land uses. Roadways have been designed to minimize impervious surfaces while facilitating multi-modal use in many cases through the use of bicycle lanes, trails, and transit corridors.

As illustrated by Figure 5.1 and described in greater detail under Section 5.3.1, existing roadways currently serve the Plan Area and existing traffic patterns. Proposed improvements to the Plan Area roadway network are described in Section 5.3.2 and shown by Figure 5.2, the Master Plan Circulation Diagram, which depicts proposed thoroughfare, arterial, and major collector roadway alignments. Internal collector and primary residential roadway alignments will be determined during the tentative mapping stage.

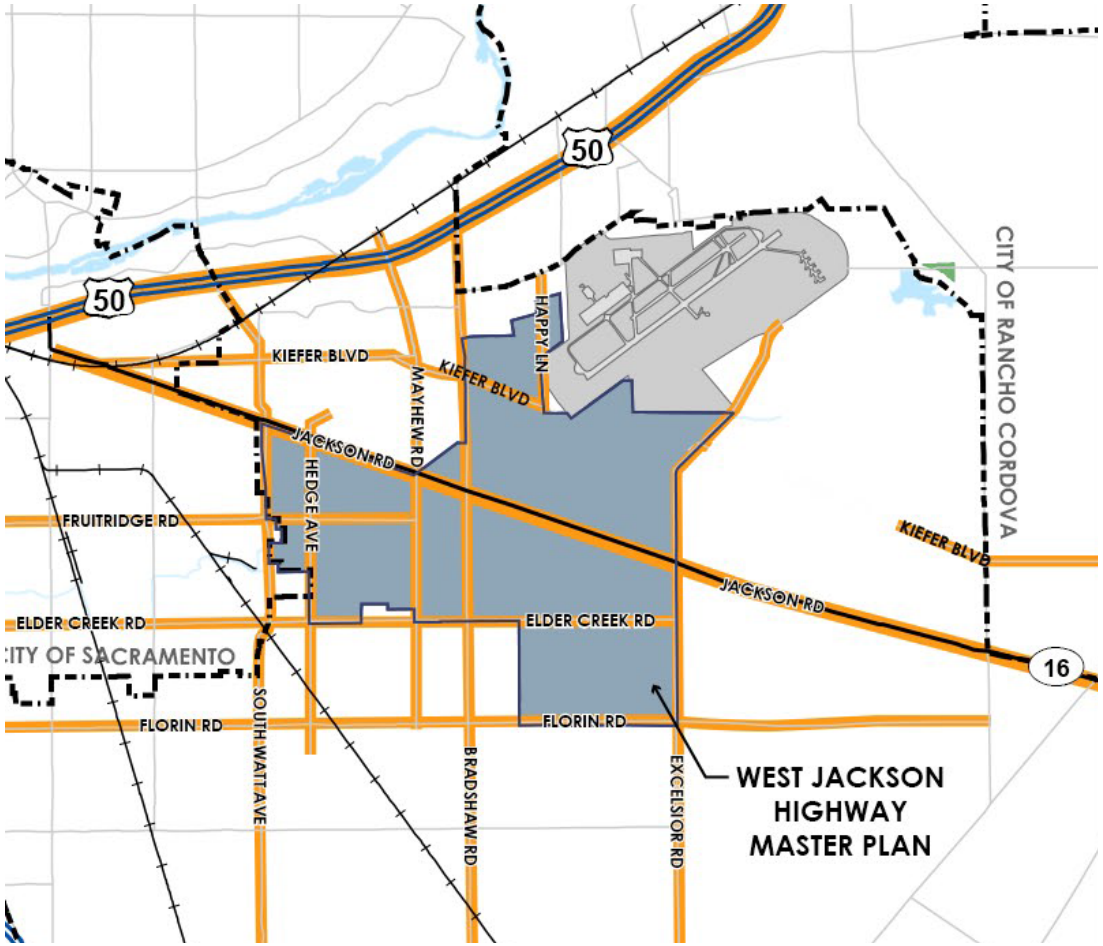


Figure 5.1 Existing Roadways



5.3.1 Existing Roadways

Regional automobile access to the site is provided by the freeway system and by Jackson Road/Route 16.

U.S. Highway 50 (US 50) is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to Canal Street in the City of Placerville, where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada. Primary access to US 50 is via a series of interchanges, including (from west to east) Howe Avenue, Watt Avenue, Bradshaw Road, Mather Field Road, Zinfandel Drive, and Sunrise Boulevard. To the west, US 50 provides access to Central City Sacramento, SR 99, I-5, and I-80. To the east, US 50 provides access to eastern Sacramento County, the cities of Rancho Cordova and Folsom, and El Dorado County.

Jackson Road (SR 16) bisects the Plan Area. The roadway generally travels from west-northwest to east-southeast from Folsom Boulevard to the west into Amador County to the east. It is generally a two-lane roadway with some widening at intersections. To the west, SR 16 continues to US 50 via Folsom Boulevard and Howe Avenue in the City of Sacramento.

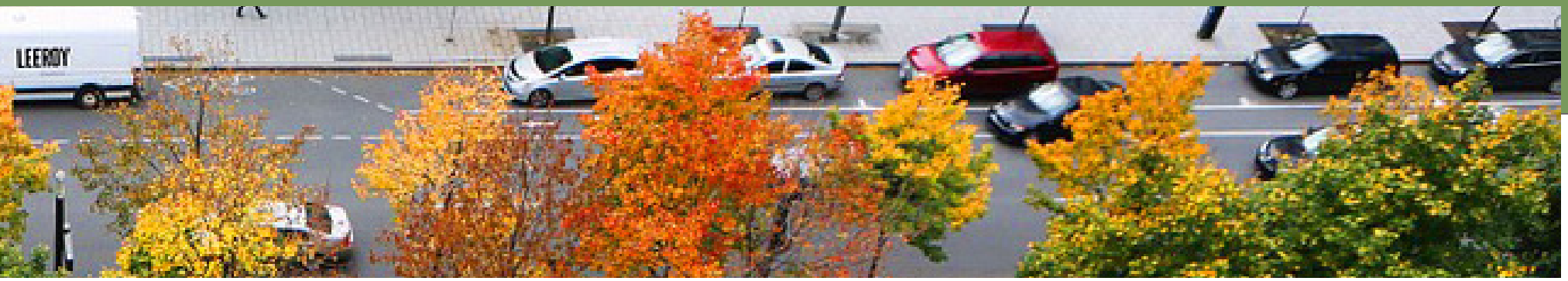
Local access within the Plan Area is provided primarily via Bradshaw Road, Elder Creek Road, Excelsior Road, Florin Road, Fruitridge Road, Happy Lane, Hedge Avenue, Jackson Road, Kiefer Boulevard, Mayhew Road, and South Watt Avenue.

Bradshaw Road is a north-south roadway that crosses the project site. To the north, Bradshaw Road provides access to US 50, Folsom Boulevard, and the City of Rancho Cordova. To the south, Bradshaw Road continues to Grant Line Road and the City of Elk Grove. Bradshaw Road has two to six through lanes.

Elder Creek Road is an east-west roadway that crosses the project site. To the west, Elder Creek Road extends to Stockton Boulevard, where it becomes 47th Avenue. 47th Avenue provides access to SR 99. To the east, Elder Creek Road extends to Excelsior Road. Elder Creek Road has two to four through lanes.

Excelsior Road is a north-south roadway that forms the eastern boundary of the project site. To the north, Excelsior Road extends into the Independence at Mather community. Beyond the community, the roadway becomes Mather Boulevard. To the south, Excelsior Road extends to Sheldon Road in the City of Elk Grove. Excelsior Road is a two-lane roadway.

Florin Road is an east-west roadway that forms the southern boundary of a portion of the project site. To the west, Florin Road terminates at Riverside Boulevard in the Pocket area of the City of Sacramento. It provides access to SR 99 and I-5. To the east, Florin Road extends to Sunrise Boulevard. Florin Road has two to six through lanes.



Fruitridge Road is an east-west roadway that crosses the project site. To the west, the roadway provides access to SR 99 and extends to South Land Park Drive in the City of Sacramento. To the east, Fruitridge Road extends to Mayhew Road. Fruitridge Road has two to four through lanes.

Happy Lane is a north-south roadway that crosses the project site. To the north, Happy Lane extends to a stop-sign controlled intersection at Old Placerville Road in the City of Rancho Cordova. To the south, Happy Lane extends to Kiefer Boulevard. Happy Lane is a two-lane roadway.

Hedge Avenue is a north-south roadway that crosses the project site. To the north, Hedge Avenue crosses Jackson Road and extends to Rose Parade Way in a residential neighborhood in the Rosemont community. To the south, Hedge Avenue dead-ends in a rural residential/agricultural community south of Florin Road. Hedge Avenue is a two-lane roadway.

Kiefer Boulevard is an east-west roadway that crosses the project site. The roadway consists of two segments, divided by Mather Airport. The western segment extends from Florin-Perkins Road in the City of Sacramento through the Rosemont community to Happy Lane. This segment has two to four through lanes. East of Mather Airport, the roadway begins at Eagles Nest Road and continues easterly to Jackson Road as a two-lane roadway.

Mayhew Road is a north-south roadway that crosses the project site. The roadway consists of three segments. The northern segment, which is a two-lane roadway with extra turning lanes, begins at Folsom Boulevard to the north and extends southerly to a dead-end in a residential area of the Rosemont community south of Oxwood Drive / Calibra Lane. The central segment, which is a two-lane roadway, begins at a dead-end in a commercial area north of Jackson Road and extends southerly to a dead-end south of Fruitridge Road. The southern segment, also a two-lane road, extends northerly from Elder Creek Road to a dead-end. South of Fruitridge Road, the roadway continues as Mattos Lane.

South Watt Avenue forms the western boundary of a portion of the project site. This north-south roadway extends to Folsom Boulevard to the north, where it becomes Watt Avenue. Watt Avenue provides access to US 50, and extends northerly across the American River. To the north, it provides access through northern Sacramento County to I-80 and into Placer County. To the south, South Watt Avenue extends to Florin Road, where it becomes Elk Grove Florin Road. Elk Grove Florin Road extends to Stockton Boulevard in the City of Elk Grove. South Watt Avenue has two to six through lanes.

5.3.2 Proposed Roadway Improvements

The following cross sections and descriptions reflect the ultimate configuration for all Plan Area roadways, and are illustrated on the circulation diagram, Figure 5.2. The right-of-way, lane capacity, parking and landscape requirements for all proposed street sections are summarized in Table 5.1.

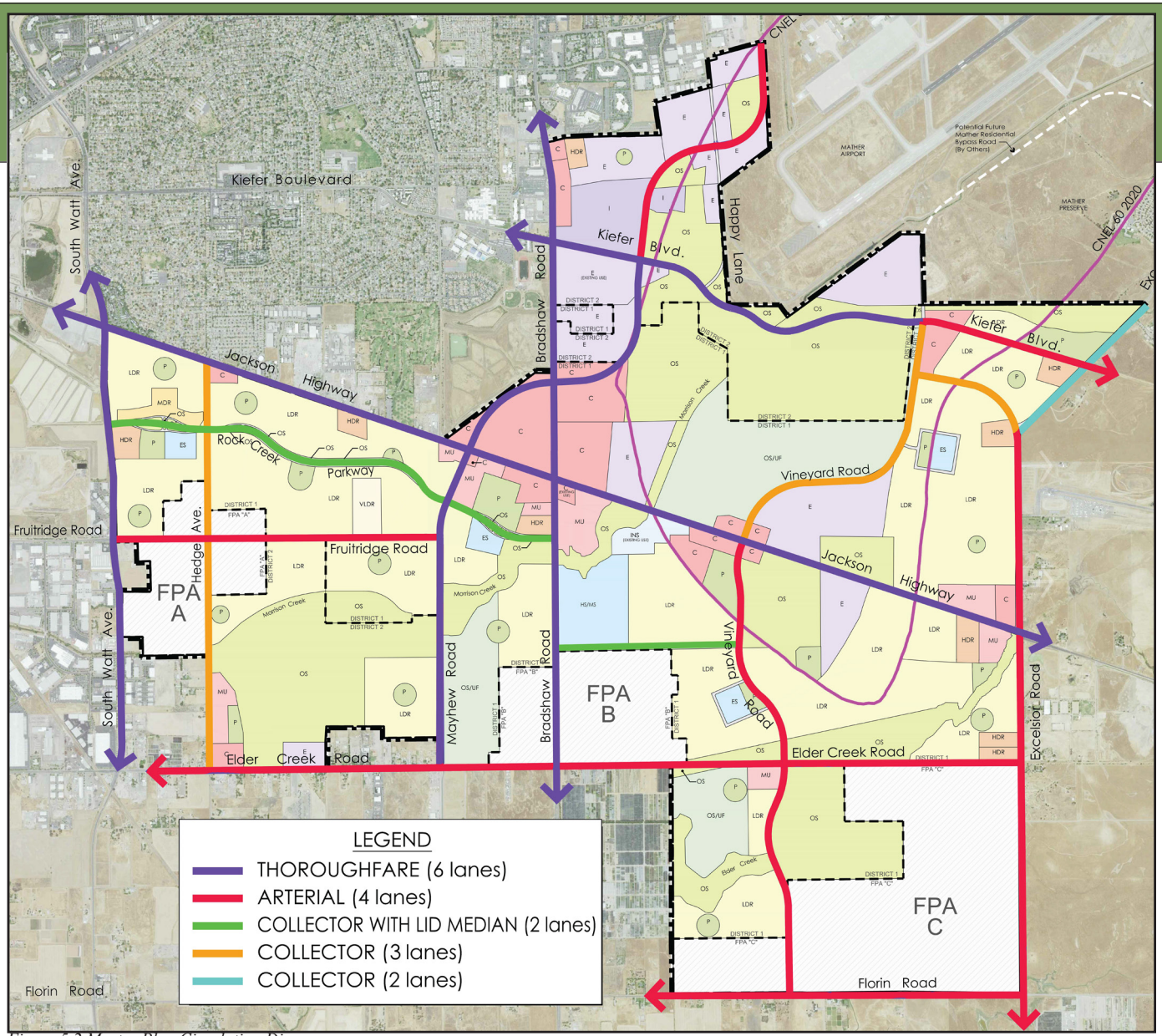


Figure 5.2 Master Plan Circulation Diagram

STREET SECTION SUMMARY

STREET TYPE	RIGHT-OF-WAY	NUMBER OF TRAVEL LANES	MEDIAN	PARKING	BIKE LANE	PLANTER	SIDEWALK	PUBLIC UTILITY AND PUBLIC FACILITY EASEMENT
THOROUGHFARE	96'	6	12'	-	5'	8'	5'	20' up to 27' with Trail
ARTERIAL	74'	4	12'		5'	8'	5'	20' up to 27' with Trail
MAJOR COLLECTOR WITH LID MEDIAN	60'+ Median	2	Varies	8'	5'	8'	5'	20' up to 27' with Trail
COLLECTOR	48'	2	-	8'	5'	8'	5'	20' up to 27' with Trail
MAJOR COLLECTOR	60'	2	-	8'	5'	8'	5'	20'
PRIMARY RESIDENTIAL	38'	2	-	-	-	6'	5'	18'
MINOR RESIDENTIAL	32'	2	-	-	-	6'	5'	18'
PRIVATE ALLEY	20'	2	-	-	-	-	-	-
MORRISON CREEK BRIDGE CROSSING	84'	6	4'	-	-	-	6'	-

Table 5.1 Street Section Summary

Notes:

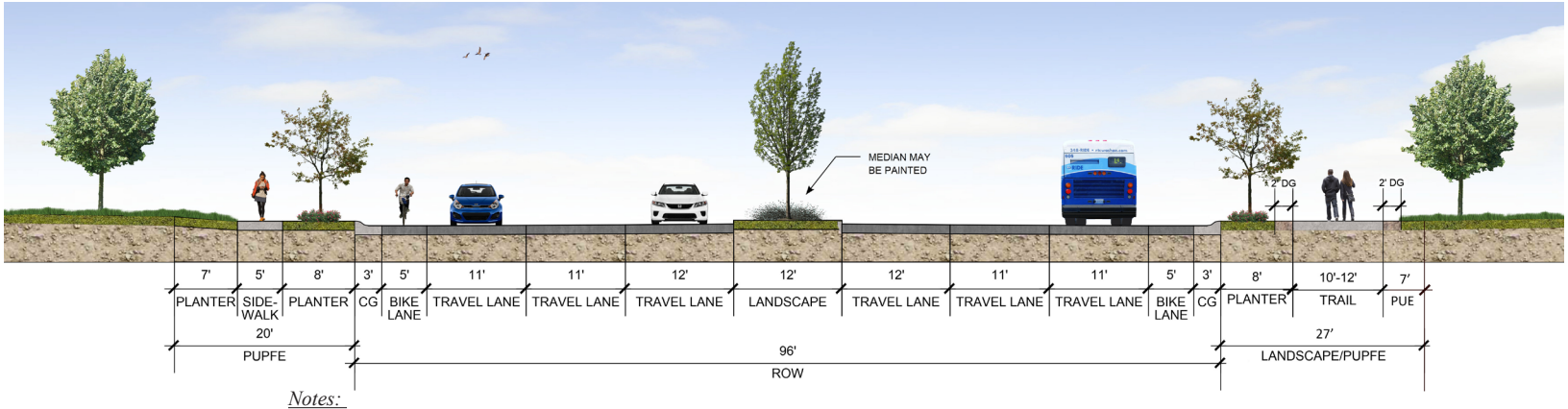
- *Sidewalks adjacent to Southgate Park facilities shall be 6' wide.*
- *Major Collectors will include a third lane as a two-way turn lane.*
- *In cases where roadway widths are constrained due to topography, environmental preserves, or other constraints, Major Collectors with LID Median may reduce or eliminate parking along the roadways.*

Thoroughfares

Thoroughfares provide for mobility within the County, carrying through traffic on continuous routes and providing transportation links between major residential, employment, commercial, and retail areas. Access to abutting private property and intersecting primary residential streets shall generally be restricted. Thoroughfares generally have the following functional characteristics as specified by the Sacramento County General Plan:

- Thoroughfares shall typically be developed as six-lane roadways with a raised center median.
- Bikeways along designated thoroughfares may be Class I or Class II facilities.
- Access to a thoroughfare may occur at intersections with other thoroughfares, arterials, and collectors. Access to and from primary residential streets and private properties may be restricted to right turn movements only through the use of islands and turn lanes.
- Direct access points shall be located at sufficient intervals from each other and from public roads to maintain the safety and the traffic carrying capacity of the roadway.

Some of the thoroughfares within the Plan Area include Jackson Road, South Watt Avenue, Bradshaw Road, portions of Kiefer Boulevard and Mayhew Road/Routier Road Extension. Proposed thoroughfare cross sections for these roadways are shown on Figure 5.3.



Notes:

- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*
- *ROW and PUPFE shown per County DOT Standards.*
- *Sidewalks adjacent to Southgate Park facilities shall be 6' wide.*
- *10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.*

Figure 5.3 Typical Thoroughfare N.T.S.

Arterial Roadways

Arterials provide for a link between thoroughfares (with their limited access and through movement capacity) and collectors which have greater access and serve primary residential streets. Arterials can also provide for mobility and direct access within commercial and retail corridors through two-way left-turn lanes. Arterials have the following functional characteristics according to the Sacramento County General Plan:

- Arterials shall typically be developed as four-lane roadways with either a center two-way left-turn lane or a raised center median.
- Bikeways along designated arterials may be Class I or Class II facilities.
- Based on the function of a particular arterial, access may be provided to adjacent properties through a two-way left-turn lane or more restricted through a raised center median.

Some of the major arterial roadways serving the Master Plan include portions of Vineyard Road, Mayhew Road, Fruitridge Road, Elder Creek Road and Florin Road. Proposed arterial road cross sections for the Plan Area are illustrated by Figure 5.4.

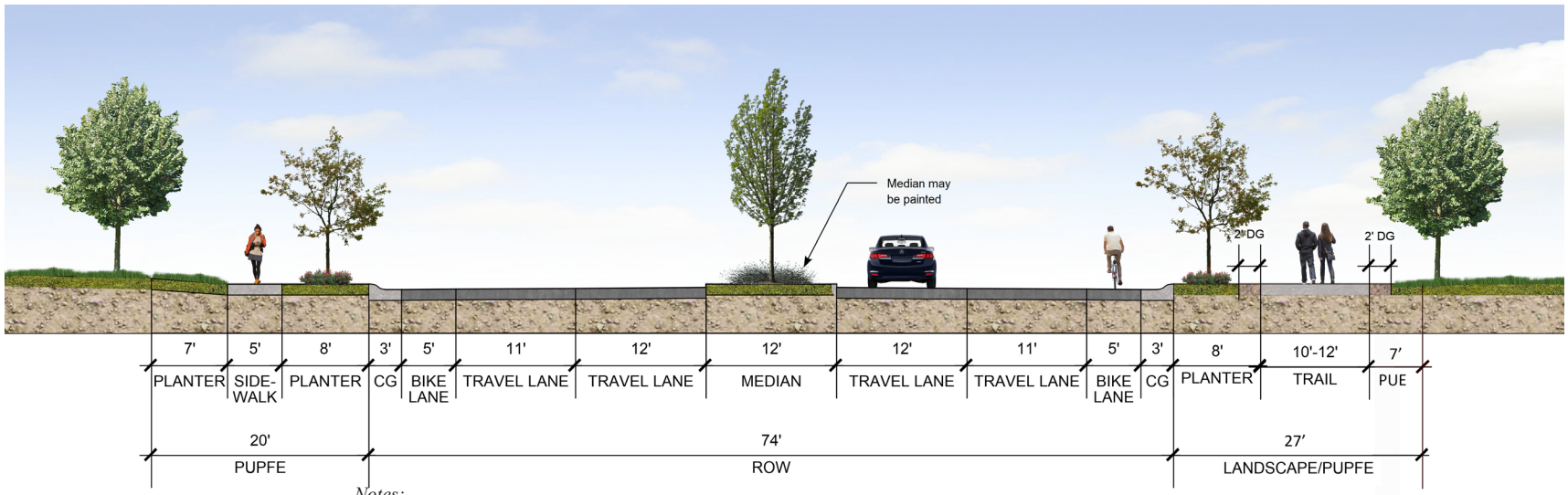


Figure 5.4 Typical Arterial N.T.S.

Notes:

- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*
- *ROW and PUPFE shown per County DOT Standards.*
- *Sidewalks adjacent to Southgate Park facilities shall be 6' wide.*
- *10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.*

As both a thoroughfare and arterial, Mayhew Road/Routier Road Extension will provide mobility within and through the Master Plan Area. A bulleted summary of the proposed alignments for Mayhew Road/Routier Road Extension are listed below:

- Center line alignment for Mayhew Road/Routier Road Extension to remain the same as existing
- Mayhew Road north of Kiefer Boulevard is called Routier Road Extension
- Width adjustments to Mayhew Road/Routier Road Extension:
    - Four-lanes proposed north of Kiefer Boulevard and south of Elder Creek Road
    - Six-lanes between Kiefer Boulevard and Elder Creek Road
    - 84' road section for Morrison Creek bridge crossing as shown in Figure 5.5 in order to accommodate exisitng constraints

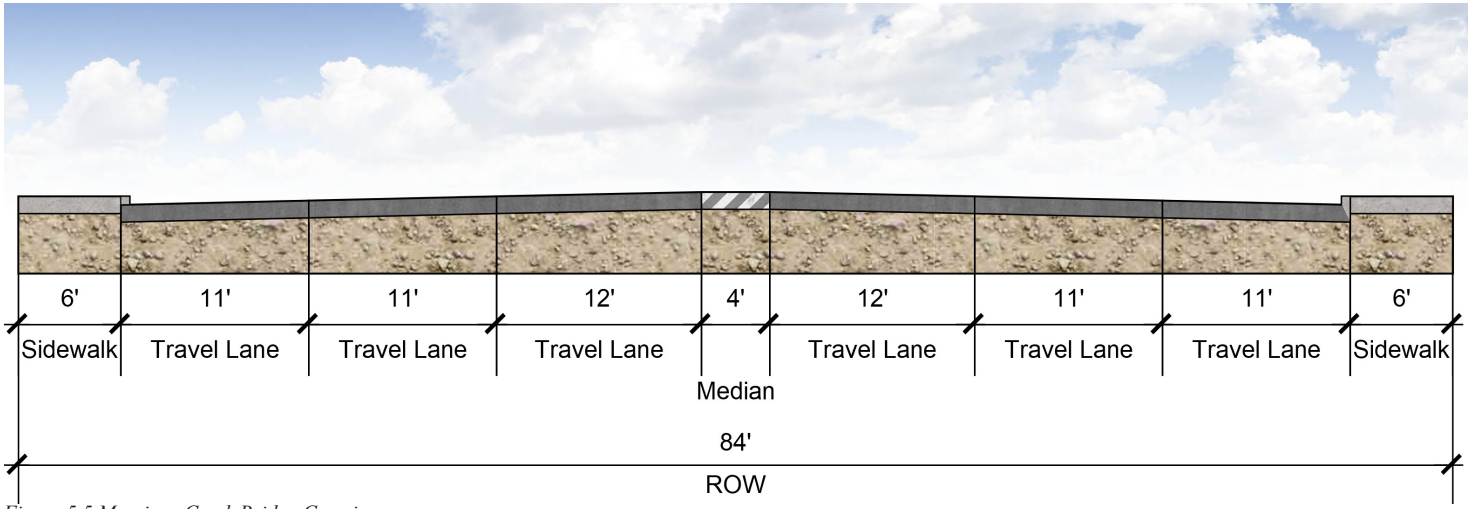


Figure 5.5 Morrison Creek Bridge Crossing

Notes:

- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*

Collector Roadways

Collectors provide for mobility within communities, and connect primary residential roads to thoroughfares and arterials. Direct access to abutting private property shall generally be permitted. Collectors have the following functional characteristics according to the Sacramento County General Plan:

- Collectors shall typically be developed as two-lane roadways.
- Bikeways along designated collectors may be Class I, Class II, or Class III facilities.
- Direct access to abutting private property shall generally be permitted.*

* *No direct access to abutting private property shall generally be permitted if average daily trips on collector roadways are greater than 4,500 vehicles.*

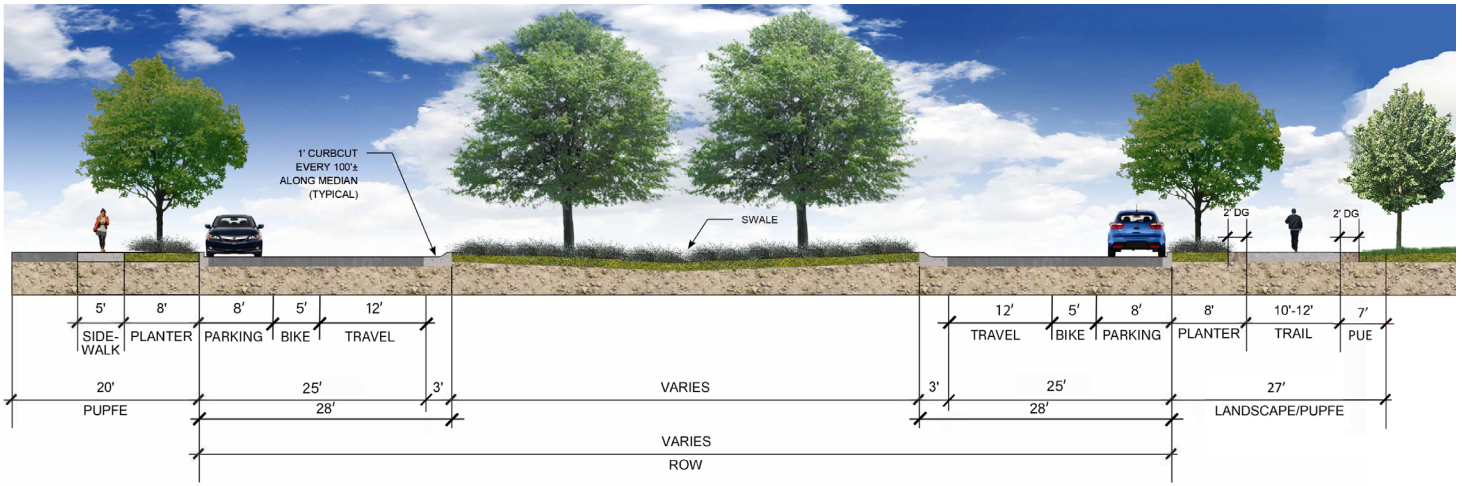


Figure 5.6 Major Collector with LID Median N.T.S.

Notes:

- *In locations of zero foot building setback, utility appurtenances shall be coordinated and agreed upon with the utility companies.*
- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*
- *Median width may vary based upon final development plans.*
- *Sidewalks adjacent to Southgate Park facilities shall be 6' wide.*
- *10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.*
- *In cases where roadway widths are constrained due to topography, environmental preserves, or other constraints, Major Collectors with LID Median may reduce or eliminate parking along the roadways.*

Rock Creek Parkway has been developed as a primary collector roadway within the Plan Area, providing east-west mobility and opportunities for transit linkages and an internal trail system with a large median. The Rock Creek parkway collector roadway is illustrated by Figure 5.6 and another Major Collector with a 60-foot right-of-way and a two-way left turn lane is illustrated in Figure 5.7.

Additional collector roadway alignments will be determined during tentative mapping, and shall generally follow the collector cross section illustrated by Figure 5.8.

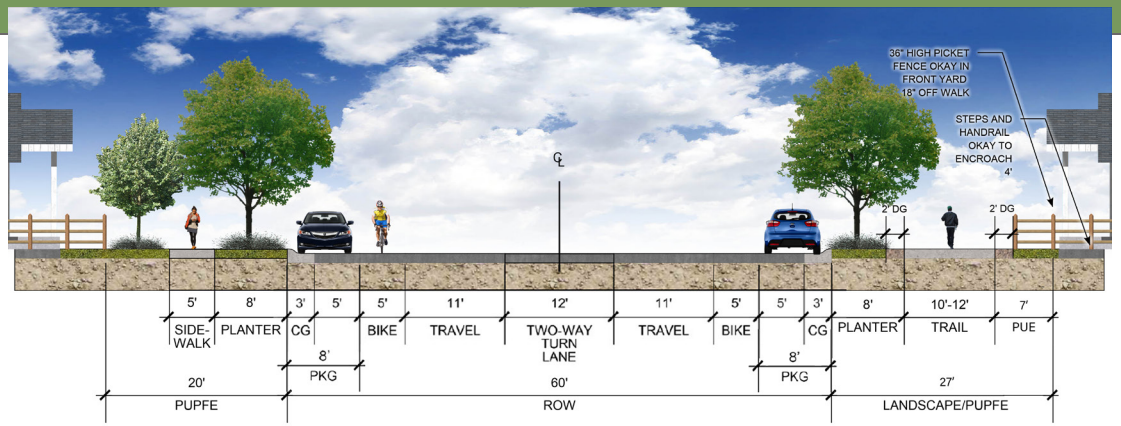


Figure 5.7 Major Collector, 60'ROW, N.T.S.

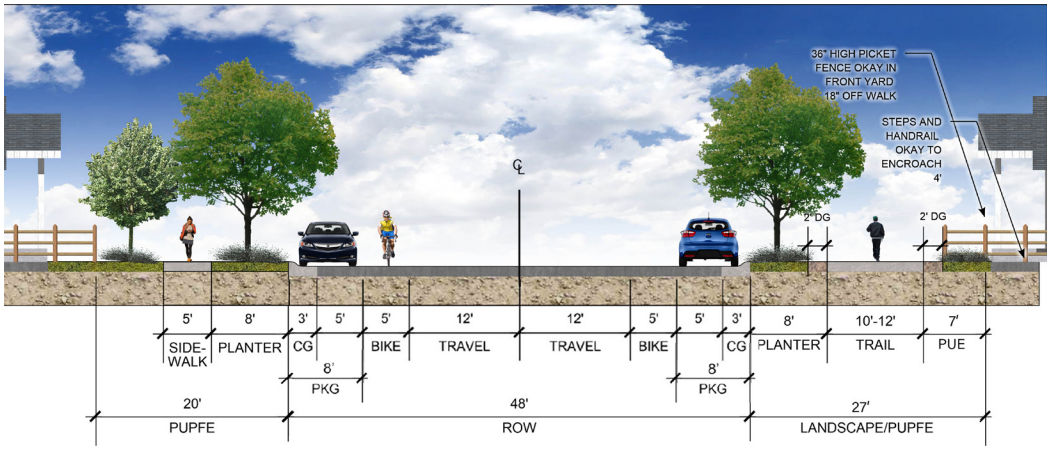


Figure 5.8 Collector Road (6,000- 12,000 ADT) N.T.S.

Notes:

- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*
- *Sidewalks adjacent to Southgate Park facilities shall be 6' wide.*
- *10'- 12' (plus 2' shoulders) Class I Trails on one side of the road where depicted by Figure 5.14. Where a Class I Trail is not required, a 5' sidewalk and 20' PUPFE shall be utilized.*

Residential Streets and Alleys

Residential streets provide direct access to abutting property and connect with other residential streets and collector roads. Residential streets are typically developed as two-lane undivided roadways with access to abutting private property and intersecting streets. All residential roadways within the Master Plan are designed to reinforce a pedestrian friendly experience within the community. To facilitate alternative modes of travel and pedestrian use, detached sidewalks planter areas with large canopy trees, and narrow roadway sections are utilized to slow traffic and provide an increased sense of safety to pedestrians and automobiles. Signage notifying drivers to check for bicycle and pedestrian activity before entering an intersection is recommended.

Two design sections for residential streets are included in this Master Plan: "Primary" and "Minor". Primary residential streets have a 38' right-of-way (ROW) and are designed with separated sidewalks and large planters that may exceed typical design standards in order to provide areas for large canopy trees and to minimize future maintenance issues associated with mature tree growth. Primary residential streets may be used in residential neighborhoods where the street serves between 400 and 700 lots. Minor residential streets have a similar design configuration, but with a narrower 32' ROW. Minor residential streets may be used in residential neighborhoods where the street serves less than 400 lots.

For both street types, pedestrian and bicyclist connections to schools, parks, open spaces and urban farms shall be encouraged. The design of primary and minor residential streets shall generally conform to Figures 5.9 and 5.10.

Alleys and alley-loaded housing product are an important component of the land use plan. Alleys will be strategically located in order to allow prominent front entries along major parkways and to minimize the appearance of garage doors and avoid driveway conflicts. Alleys shall generally conform to the roadway section shown in Figure 5.11.

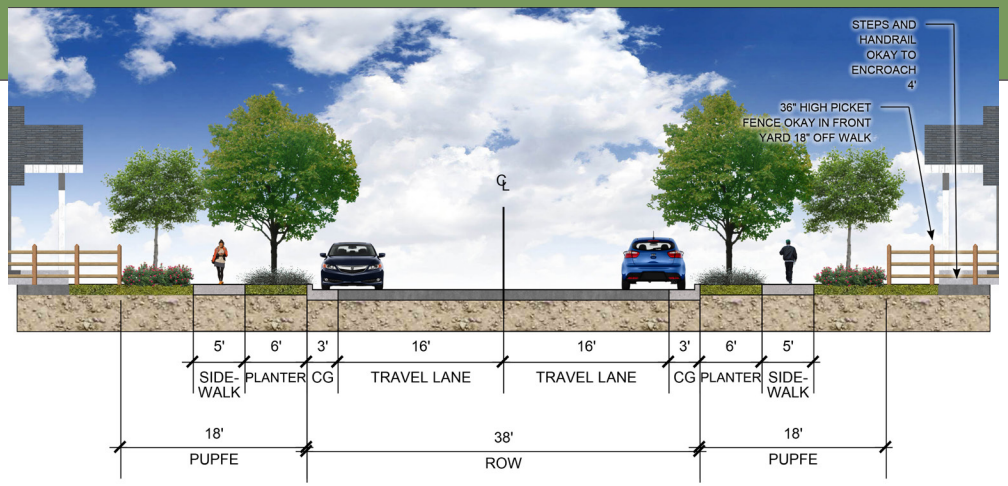


Figure 5.9 Primary Residential, 38-foot ROW, N.T.S.

Notes:

- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*

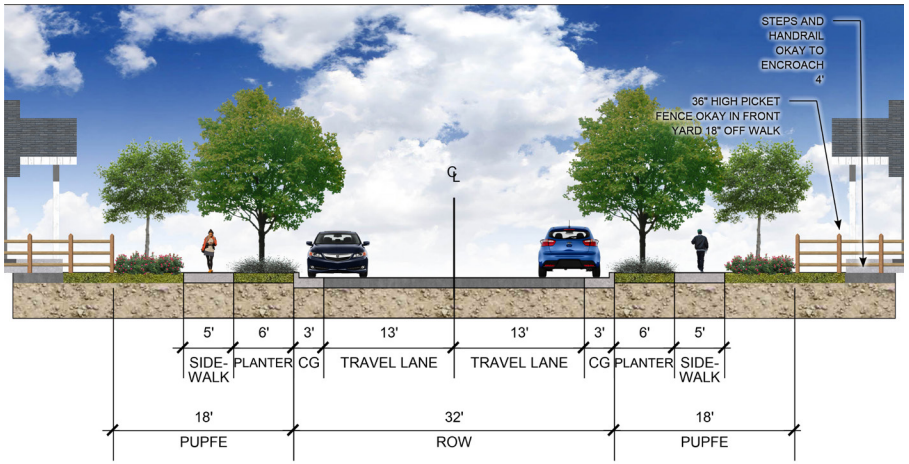


Figure 5.10 Minor Residential, 32-foot ROW, N.T.S.

Notes:

- *Dimensions shown are for preliminary planning purposes. Final dimensions may vary with final engineering.*

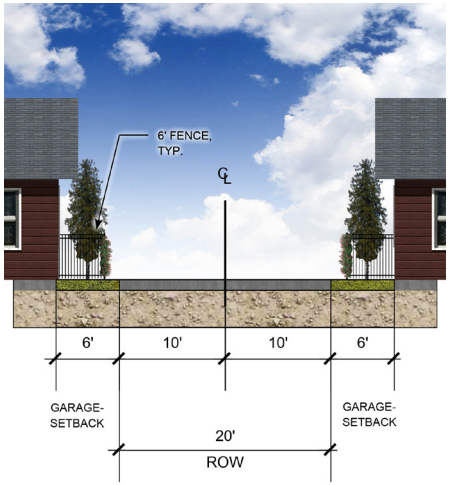


Figure 5.11 Private Alley N.T.S.

Notes:

- *In locations of zero foot building setback, utility appurtenances shall be coordinated and agreed upon with the utility.*

5.4 TRANSIT

The nature of public transit underwent a significant evolution during preparation of this Master Plan. With the advent of car share services, on-demand transportation, and ridesharing such as Uber and Lyft, new technology and competition for riders led to new and innovative methods for delivering people to their destinations. Accordingly, the Master Plan provides a transit concept that will initially use a combination of transit shuttles, local bus service, and bus rapid transit (BRT), but can adapt and evolve as technology and ridership patterns continue to morph.

The Master Plan incorporates a vision for a transit service that will provide convenient service to Plan Area residents. This transit system aims to maximize accessibility while minimizing the vehicle miles traveled (VMT) within the Plan Area. As illustrated by Figure 5.12, the Plan Area is located along major planned transit corridors on Jackson Highway, South Watt Avenue, Bradshaw Road and Excelsior Road. In addition, the Plan Area is located in close proximity to the Watt/Manlove Transit Priority Area (TPA) and its existing light rail station.

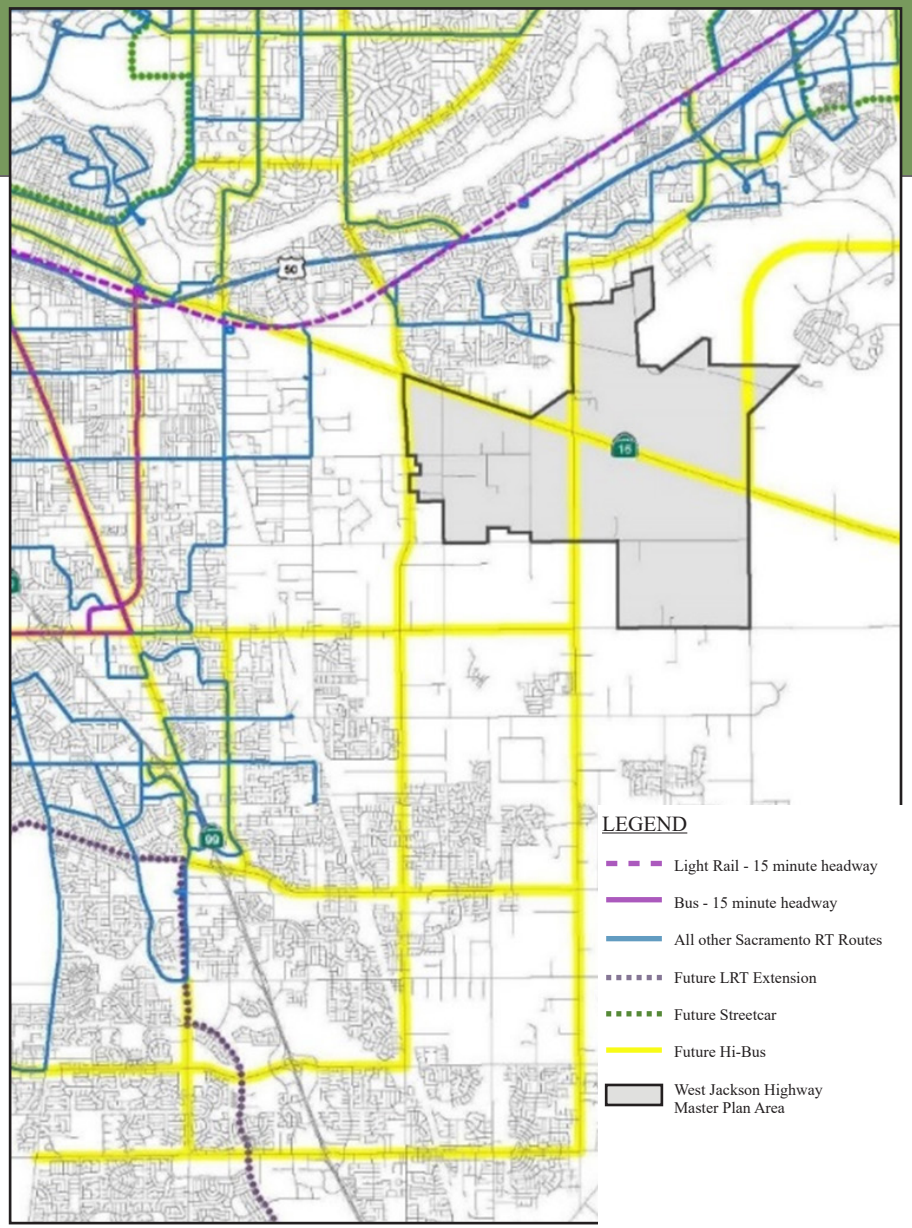


Figure 5.12 Existing and Future Transit Routes

Due to its close proximity to the extensive planned transit network, the Plan Area has been designed to provide major links to transit through the provision of an interconnected street system. This interconnected street system is designed to facilitate future transit within the Plan Area, as well as provide efficient connections to future transit stops. This street system emphasizes a strong relationship between land use and transportation, with major facilities such as commercial, schools, parks, civic uses, and employment nodes located along major roadway corridors. Such planning increases ridership by facilitating transit access and providing relevant destinations. The transit plan for the Plan Area is illustrated by Figure 5.13.

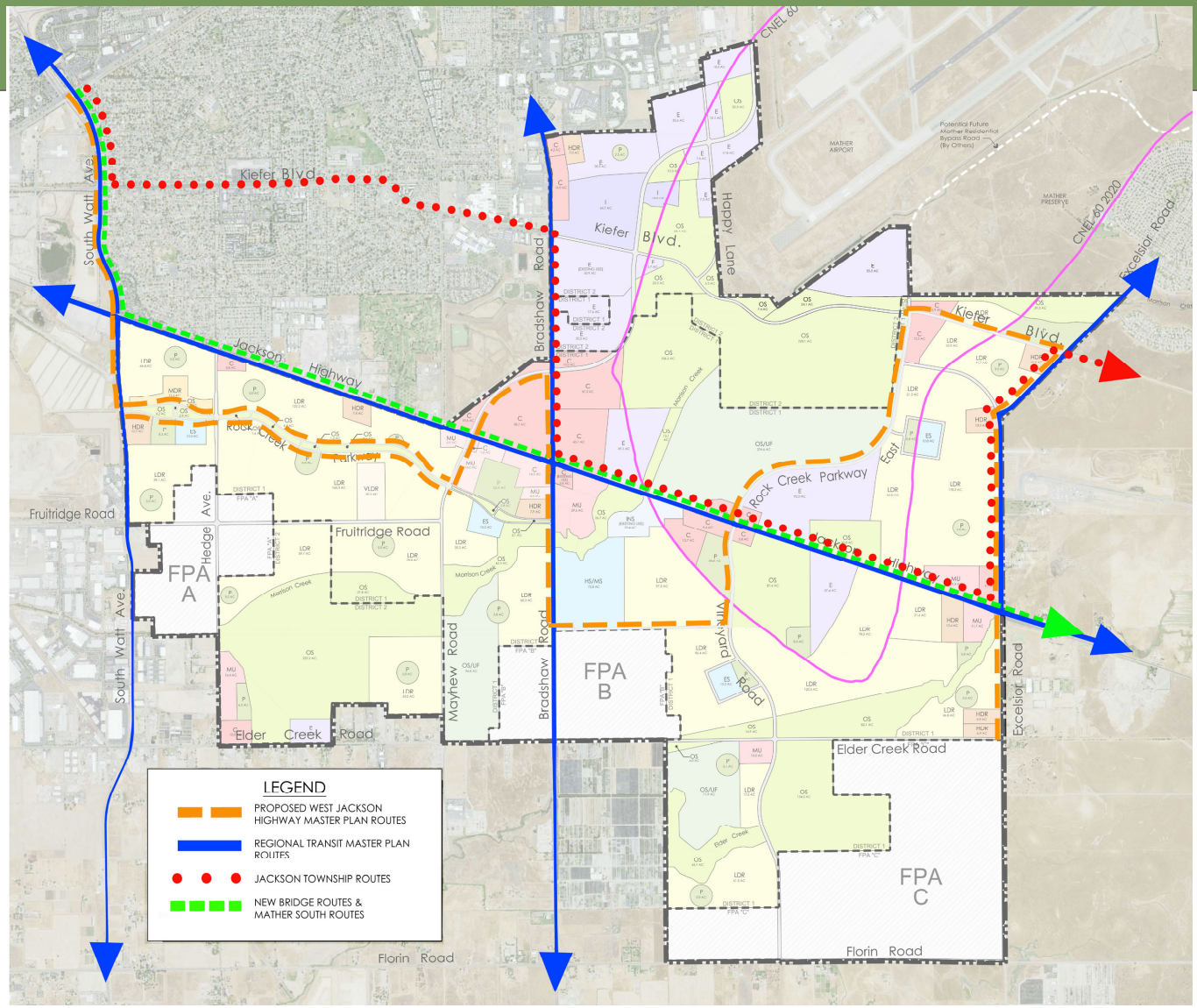


Figure 5.13 Transit Plan

5.5 TRAILS

Sound planning practice requires a strong pedestrian and bicyclist network which connects neighborhoods and different land uses. The Master Plan includes a trail network which utilizes existing conveyor tunnel crossings and at-grade crossings, as well as new facilities located along Rock Creek Parkway, Morrison Creek, and several open space areas to facilitate widespread pedestrian and bicyclist opportunities throughout the Plan Area. This network is designed to connect to a series of Class II bikeways and lesser trails in order to provide ample opportunities for alternative modes of travel.

5.5.1 Proposed Trail Facilities

As shown on Figure 5.14, proposed trail facilities within the Plan Area are designed to simplify access to transit and other community amenities and promote pedestrian and bicyclist safety.







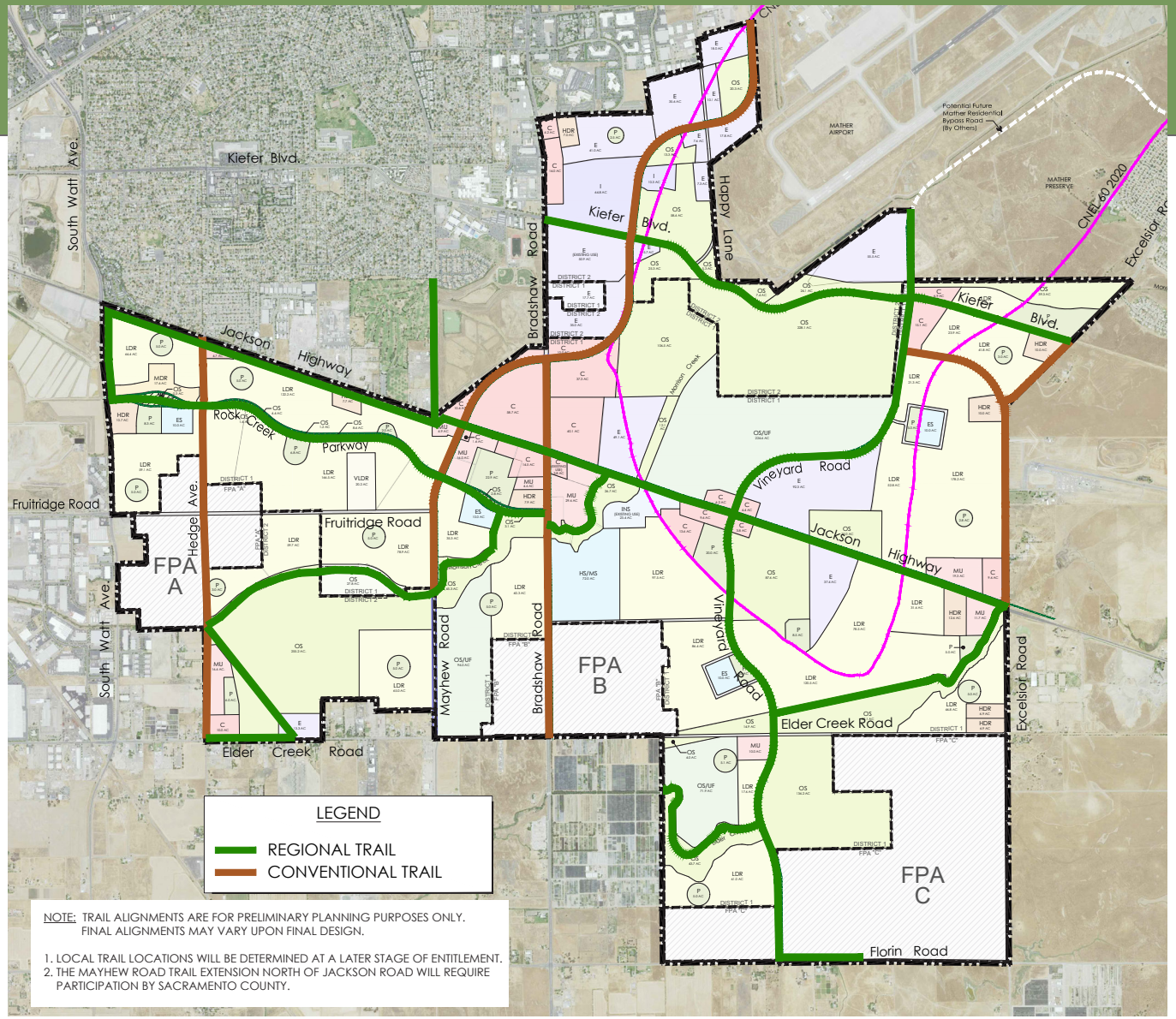
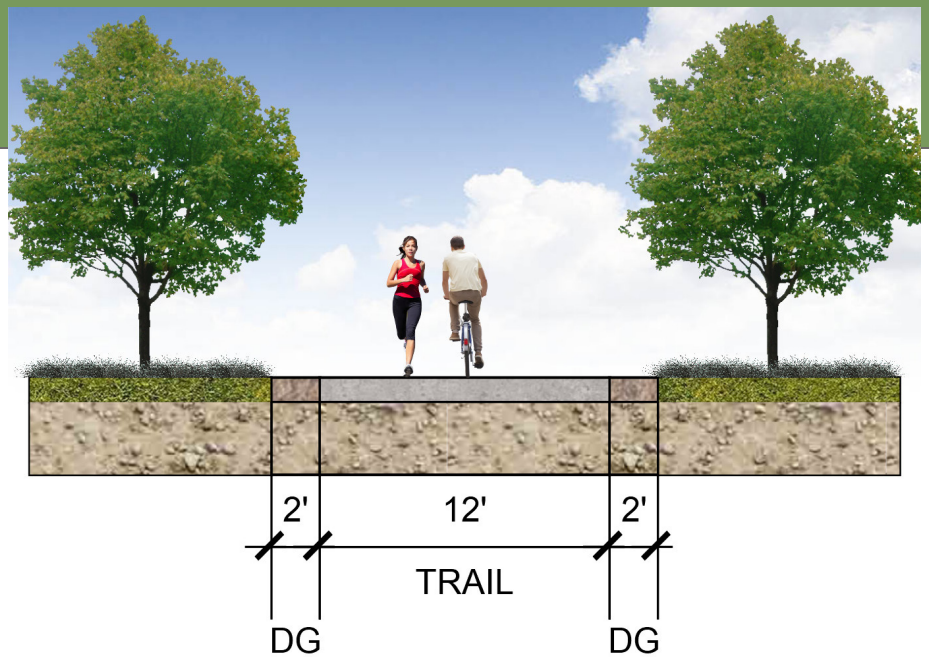


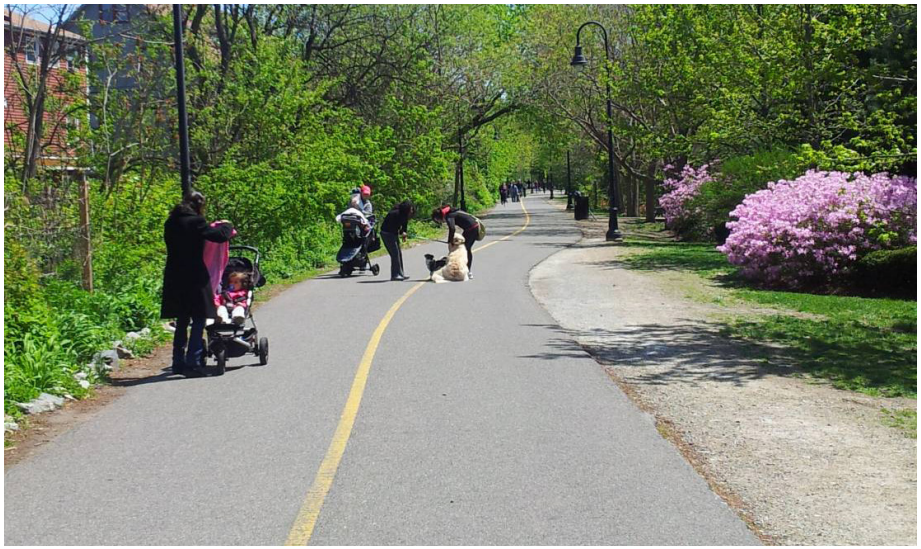
Figure 5.14 Proposed Trails



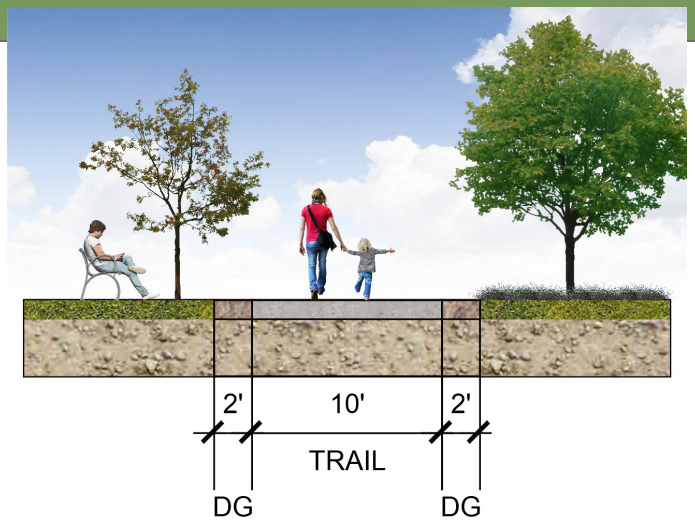
- Regional Trail – Regional trails are 12 feet wide, off-street paved trails with two foot wide decomposed granite shoulders on both sides of the trail. Regional Trails are typically operated as two-way trails providing long continuous routes for active recreation and for providing connectivity between communities and to other existing and planned Regional Trails.

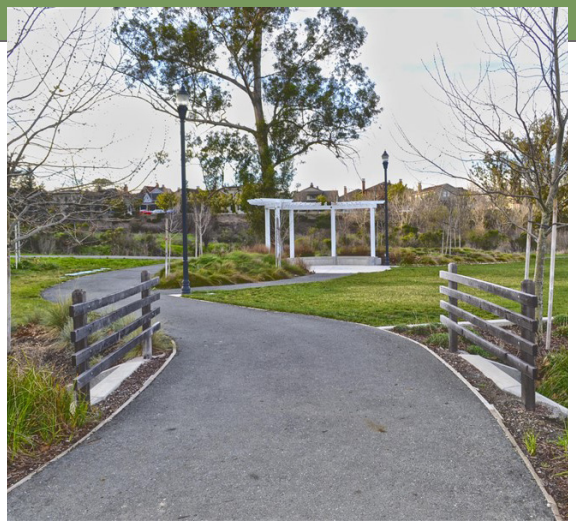


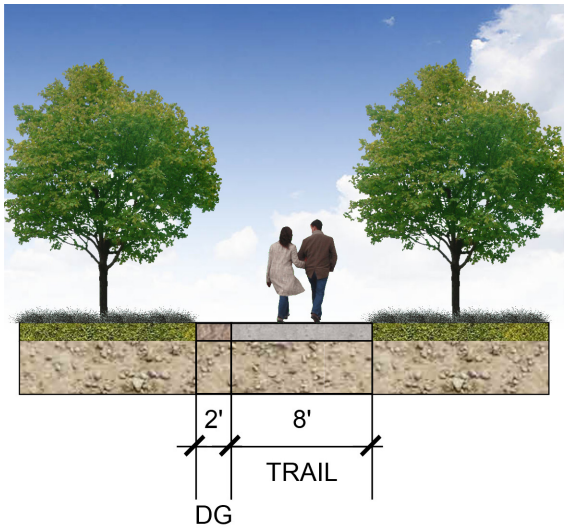




- Conventional Trail - Conventional Trails are 10 feet wide, off-street paved trails with two foot wide decomposed granite shoulders on both sides of the trail. Conventional Trails provide connectivity to primary destinations, such as major schools, parks, employment centers, social services, transit, etc. within a community and to the Regional Trail network. As with the Regional Trails, enhanced crossings of roadways should be considered.
- Local Trail – Local Trails are 8 feet wide, off-street paved trails with a 2 foot wide decomposed granite shoulder on one side of the trail. Local Trails are intended to reach deep into the community providing connections to local community destinations, such as elementary schools, local parks, commercial areas, and to the Conventional Trail networks. These trails will be specifically located in later stages of entitlement (e.g., tentative maps).

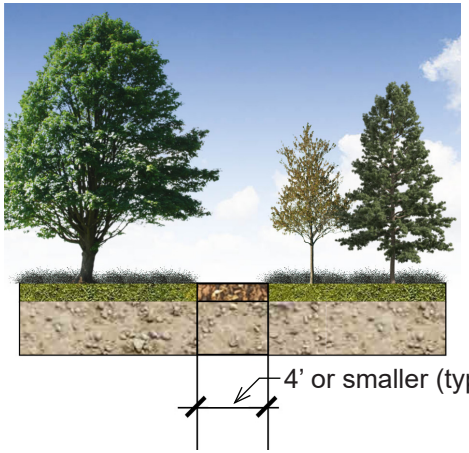








- Nature Trail – Nature Trails are permeable surface trails that will vary in width depending on the terrain and existing constraints, but will not exceed 4 feet in width.





- Class II Bikeways– Class II bikeways are designated bike lanes located on Plan Area roadways intended to provide opportunities for safe bicycle travel and a comprehensive link to the Plan Area trail system.



5.6 POLICIES RELATED TO MOBILITY

The following section lists the applicable polices of Chapter 5 relating to Mobility.

Circulation

Policy 5.1 Future development applications shall implement the roadway system as shown in Figure 5.2 and the street section summary of Table 5.1 to the satisfaction of County Department of Transportation.

Policy 5.2 Future development applications shall implement the mobility system including multi-use trails, on-street bike lanes, and transit facilities as shown in Figure 5.13, Transit Plan and Figure 5.14, Proposed Trails to the satisfaction of County Department of Transportation and applicable park district.

Policy 5.3 Development areas will be designed to reduce barriers to pedestrian access and connectivity through the use of shortcuts and connections to adjacent neighborhoods.

Policy 5.4 Future roadways will be required to incorporate a logical street system which promotes multiple connections, and reduces the need for cul-de-sacs.

Policy 5.5 Where used, cul-de-sacs will be designed to incorporate shortcuts to adjacent trails and roadways.

Policy 5.6 To enhance the safety of trail users, where a Regional Trail crosses a roadway, an enhanced crossing should be considered. Special considerations can include, but are not limited to, any of the following: enhanced signage, enhanced signage and striping, user activated crossing signals, uncontrolled crossing tables, signalized crossings, or grade separated structures.

Policy 5.7 To enhance safety of residents and children, raised pedestrian crossings and other appropriate traffic calming measures as defined in the County's Neighborhood Traffic Management Program and Active Transportation Plan are encouraged near schools, parks, and at trail crossings.



CHAPTER 6: PARKS & OPEN SPACE

6.1 INTRODUCTION

This chapter establishes a framework for recreation, open space and scenic resources within the Plan Area with guidance for the development of parks and recreation facilities, the establishment or preservation of undeveloped open spaces and trails, and the creation of urban forests. These amenities will encourage recreation and healthy lifestyles among the Plan Area's residents, establish centers of community life, and enhance the Plan Area's natural resources.

An integrated network of parks, open space, and recreational areas within the Plan Area is important to the long-term success of the community. A number of the existing natural and man-made features that occur within the Plan Area such as Morrison and Elder Creeks, mining slopes, detention areas and street trees will be incorporated into a cohesive network of amenities. This will enable future residents to enjoy abundant opportunities for outdoor recreation.

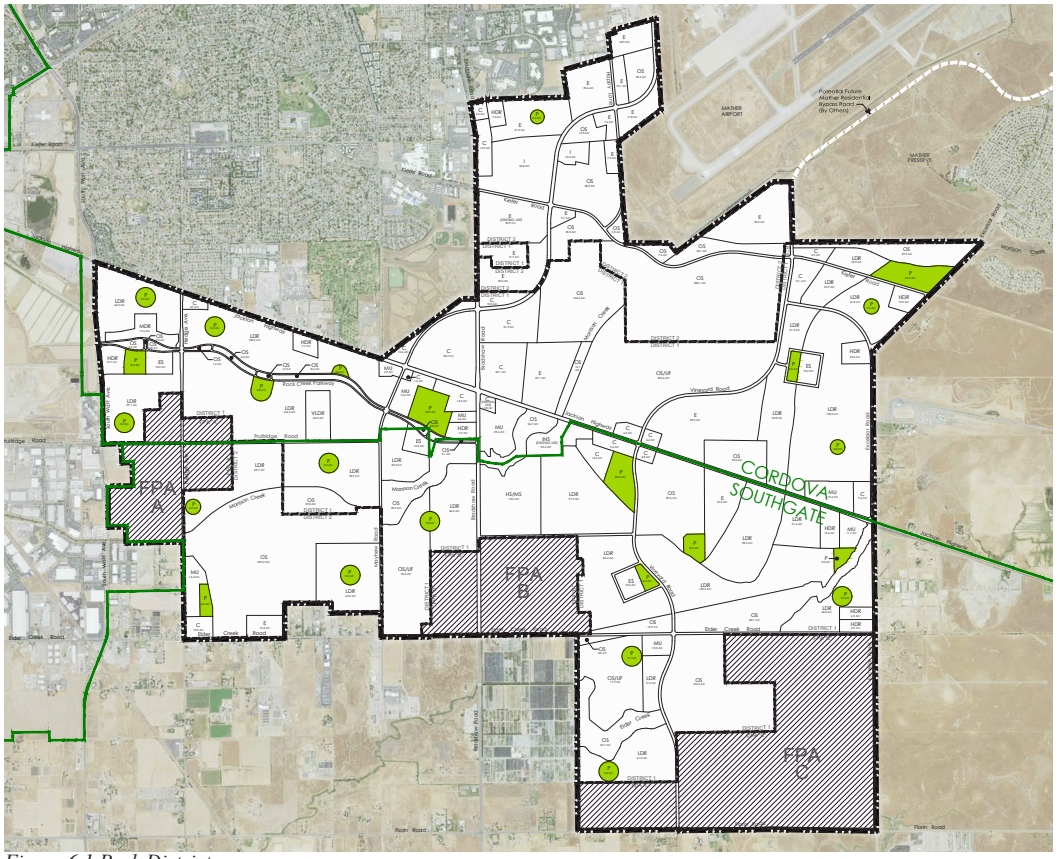


Figure 6.1 Park Districts

6.2 PARKS AND OPEN SPACE OBJECTIVES

The following section lists the applicable objectives of Chapter 6 relating to Parks and Open Space.

Parks and Open Space

Objective 6.1 Provide recreational and wellness opportunities for the Plan Area's park system, and provide centers of community life.

Objective 6.2 The Cordova Recreation and Park District (Cordova) and the Southgate Recreation and Park District (Southgate) will develop and maintain this system within their respective districts, as identified by Figure 6.1.

Objective 6.3 The Plan Area will incorporate an extensive parks system aligning with park dedication requirements. The Plan Areas park requirements are summarized in Table 6.1.



Objective 6.4 Locations of neighborhood park and major park facilities in the Plan Area will be provided approximately as shown in Figure 6.2.

Objective 6.5 In addition to the parks shown on Figure 6.2, parks will also be located within Future Planning Areas. Although the locations have not been specified, they shall be located according to the following criteria:

1. FPA A shall have two parks; one east and one west of Hedge Avenue.
2. FPA B shall have two parks with at least one approximately 5 acre park located west of Bradshaw Road.
3. FPA C shall have three parks with one located west of Vineyard Road and two located east of Vineyard Road. One of the parks located east of Vineyard Road shall be a Community Park.

Specific neighborhood park locations will be determined during the tentative subdivision map processes and will adhere to the policies found in Section 6.6.

Districts 1 & 2

PARK DEDICATION REQUIREMENT - CORDOVA

	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	3,806	0.0145	55.2	
MDR	246	0.0145	3.6	
HDR	1,602	0.0104	16.7	
MU	1,339	0.0104	13.9	
TOTAL	**6,993**		**89.4**	**92.5**

PARK DEDICATION REQUIREMENT - SOUTHGATE

	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	4,171	0.0149	62.1	
MDR	0	0.0149	0.0	
HDR	789	0.0107	8.4	
MU	685	0.0107	7.3	
TOTAL	**5,645**		**77.8**	**77.6**

GRAND TOTAL:	**12,638**		**167.2**	**170.1**

Table 6.1A Park Dedication Requirement for Districts 1 & 2

Future Planning Areas (FPAs)

PARK DEDICATION REQUIREMENT - CORDOVA

	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	108	0.0145	1.6	
MDR	0	0.0145	0	
HDR	57	0.0104	0.6	
MU	0	0.0104	0	
TOTAL	**165**		**2.2**	**2.2**

PARK DEDICATION REQUIREMENT - SOUTHGATE

	Dwelling Units	Factor	Acres Required	Acres Provided
VLDR & LDR	1,919	0.0149	28.6	
MDR	574	0.0149	0	
HDR	1,188	0.0107	12.7	
MU	0	0.0107	0	
TOTAL	**3,681**		**41.3**	**47.0**

GRAND TOTAL:	**3,846**		**43.5**	**49.2**

Table 6.1B Park Dedication Requirement for FPAs

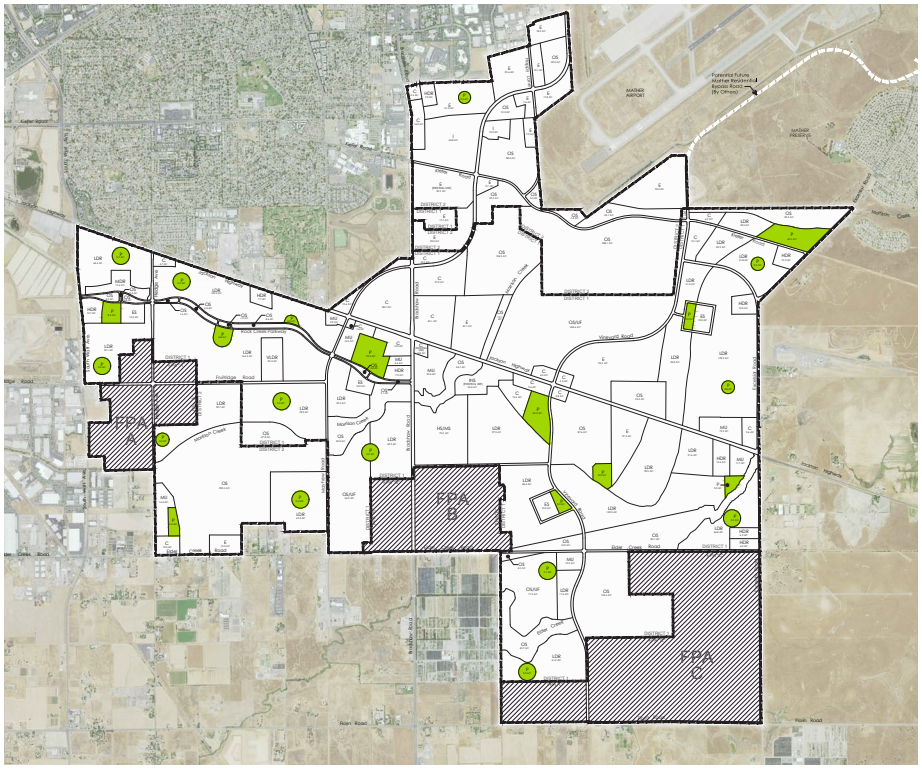


Figure 6.2 Park Location Map
Note: Park locations shown are for preliminary planning purposes only. Final locations will be determined during the subdivision map process. Park dedication acreages include Districts 1 and 2.

6.3 COMMUNITY AND NEIGHBORHOOD PARKS

The park system within the Plan Area has been designed to provide a network of community, neighborhood and pocket parks interspersed within the Plan Area. This park system is designed to provide a range of activities serving a variety of needs for users within the neighborhood, ranging from active sports fields to tot lots and trailheads.

As illustrated by Figure 6.2, the Plan Area features a large community park facility located just west of Bradshaw Road and north of the Rock Creek Parkway. This park is sited to provide various sports fields, passive recreational and picnic areas, access to the Morrison Creek and Rock Creek parkway trail systems and a link to the planned transit system and bicycle lanes within Rock Creek Parkway.

Neighborhood parks will serve as recreational focal points for neighborhoods within the Plan Area. Where practical, neighborhood parks will connect with open space corridors, school sites, or trail systems. The type and size of parks will be dependent upon the projected needs within the neighborhood and jurisdiction (See Table 6.2). Parks can be comprised of everything from

Park Types and Size Definitions				
Jurisdiction	**Pocket Park**	**Mini-Park**	**Neighborhood Park**	**Community Park**
Sacramento County General Plan	Less than 2 acres	2-5 acres	5-10 acres	10+ acres
Cordova Recreation & Parks District	N/A	N/A	2-15 acres	15+ acres
Southgate Recreation & Parks District	Less than 2 acres	2-5 acres	5-10 acres	10+ acres

Table 6.2 Park Types and Size Definitions

parklets within oversized medians, to larger neighborhood parks co-located alongside school facilities. Although approximate locations and minimum park acreages have been determined for neighborhood parks, the ultimate location and acreage of neighborhood park sites may vary based upon the actual number of residential units requested by individual development applications.

Where appropriate, neighborhood parks of 5 acres or more may be co-located with proposed schools in accordance with Elk Grove Unified School District policy. Combined schools and parks may include sports fields, playgrounds, and lawns for recreational uses. A neighborhood park could also be the site of a community garden and/or limited commercial uses such as cafes and recreational supportive uses such as bicycle shops subject to consistency with compatible zoning district or a Special Planning Area provision.

In addition to larger neighborhood parks of 5 acres or greater, the Plan Area may include smaller "pocket" parks of approximately 2 acres or less in size. These parks are intended to establish unique recreational and theming opportunities within the Plan Area and are intended for more specialized purposes such as tot lots or image parks. Tot lots provide play areas for small children and are located within neighborhoods or at key vista points. Image parks are typically enhanced medians or spaces which provide identity and character to neighborhoods. Image parks should be used to extend the visual reach of parks and interconnect park locations throughout the community. Programming within these facilities can include small seating areas, ornamental and edible landscaping, and limited recreational use such as trails.







6.4 OPEN SPACE

Open spaces have direct and indirect positive effects on quality of life, the economic values of nearby properties, and the entire community by enhancing their attractiveness to existing and potential residents and businesses. The Plan Area has been designed to preserve and feature large expanses of open space areas. These expanses have been designed to align with the Rock Creek Parkway as well as the Morrison and Elder Creek parkway systems in order to establish linear corridors of open space connecting pockets of urban development.

Open spaces within this Plan Area are generally designed to feature trails and passive recreational opportunities, in addition to the provision of drainage facilities and urban farms within designated areas. Open space areas also preserve existing aquatic and biological resource areas such as streams and wetlands. As illustrated in Figure 6.3 and Figure 6.4, there will be a network of open spaces and trails in the Plan Area, comprised of approximately 1,882 acres including almost 393 acres of urban farms. Open spaces should be connected with pedestrian and bicycle trails that can be used by all residents in the Plan Area. By creating an interconnected open space network, the Master Plan will:

- Encourage wellness and other recreational activities among its residents.
- Establish significant connections between land uses.
- Create areas for the community to connect to nature.
- Retain space for necessary hydrologic functions such as drainage, stormwater detention, and infiltration.
- Buffer potentially conflicting land uses.
- Provide carbon sequestration.

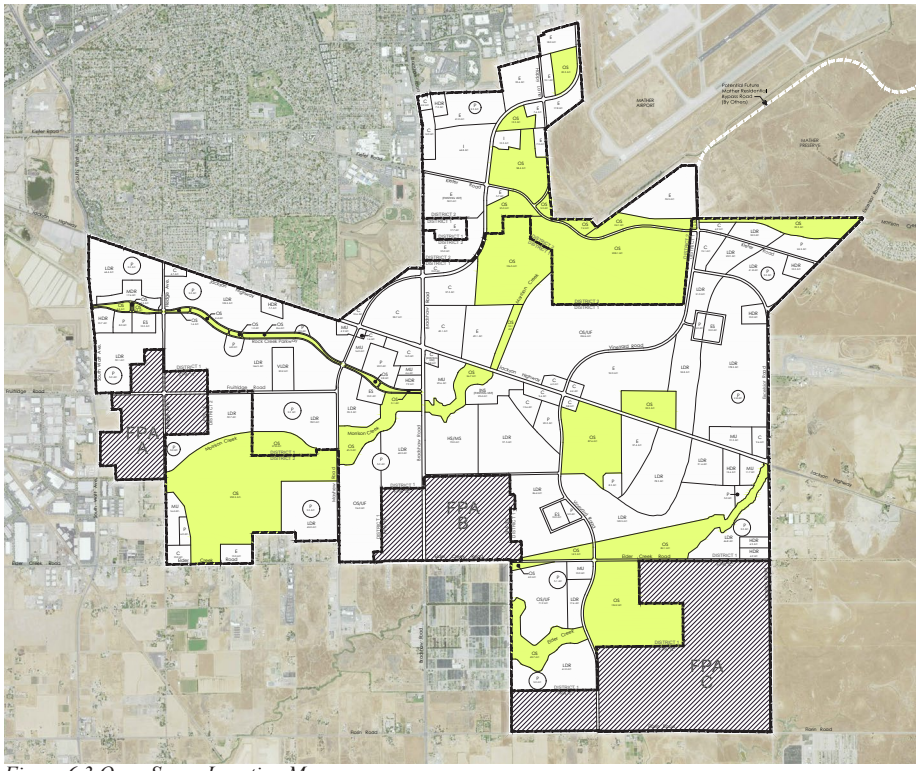


Figure 6.3 Open Space Location Map

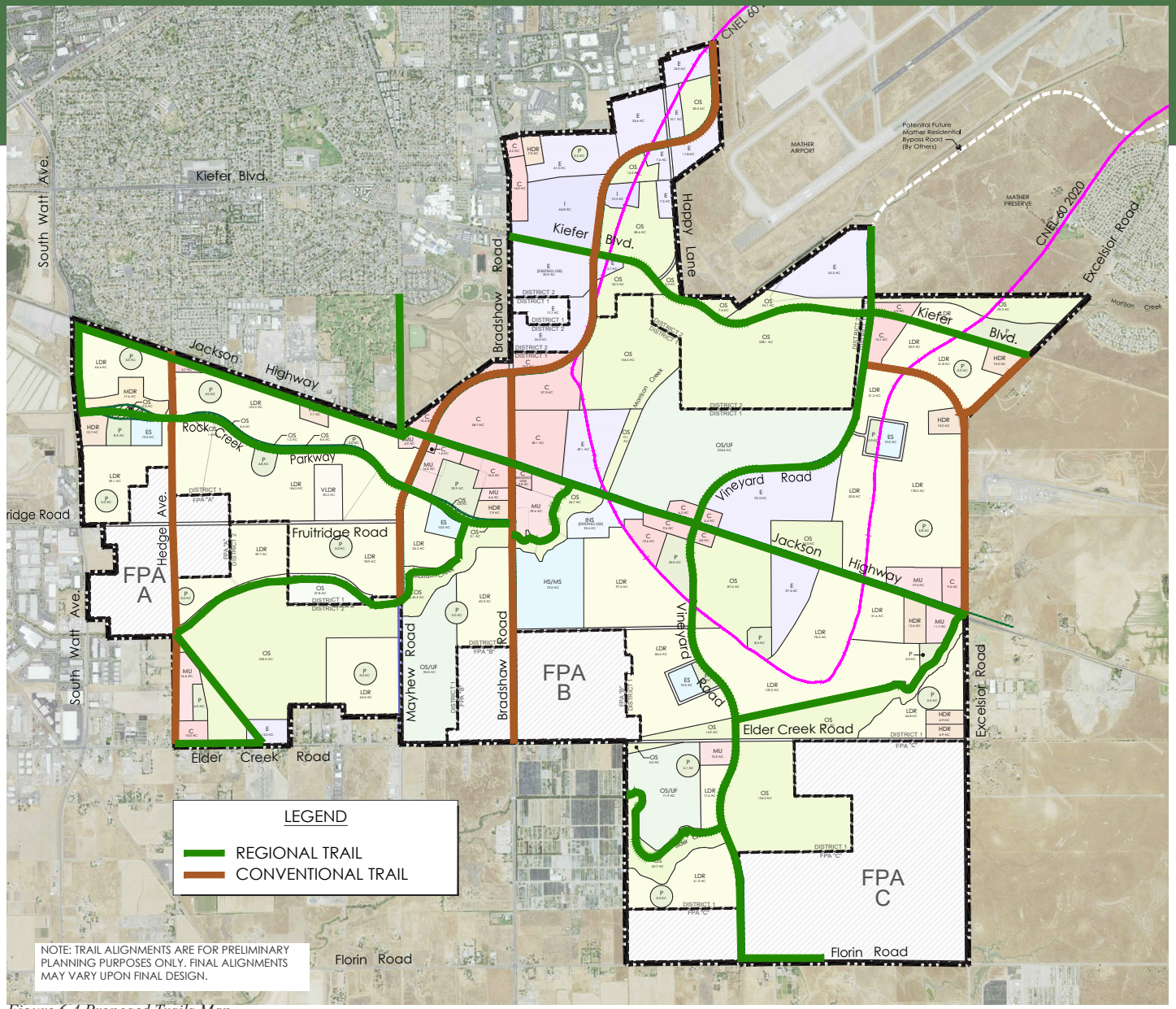


Figure 6.4 Proposed Trails Map

6.4.1 Detention Basins

As illustrated by Figure 6.5, the Plan Area has been designed with an integrated drainage network that utilizes a series of detention basins that attenuate stormwater runoff and improve water quality. During the wet season, the Plan Area's detention basins are an important component of the storm drainage system. During the dry season, these basins provide opportunities to augment the Plan Area's recreation system. Where practicable, detention basins are encouraged to include passive and active recreational facilities, such as archery ranges, equestrian centers, and nature/bird watching trails, as well as to incorporate farming opportunities. These uses should be well connected with nearby neighborhoods and through off-road bicycle and pedestrian trails.

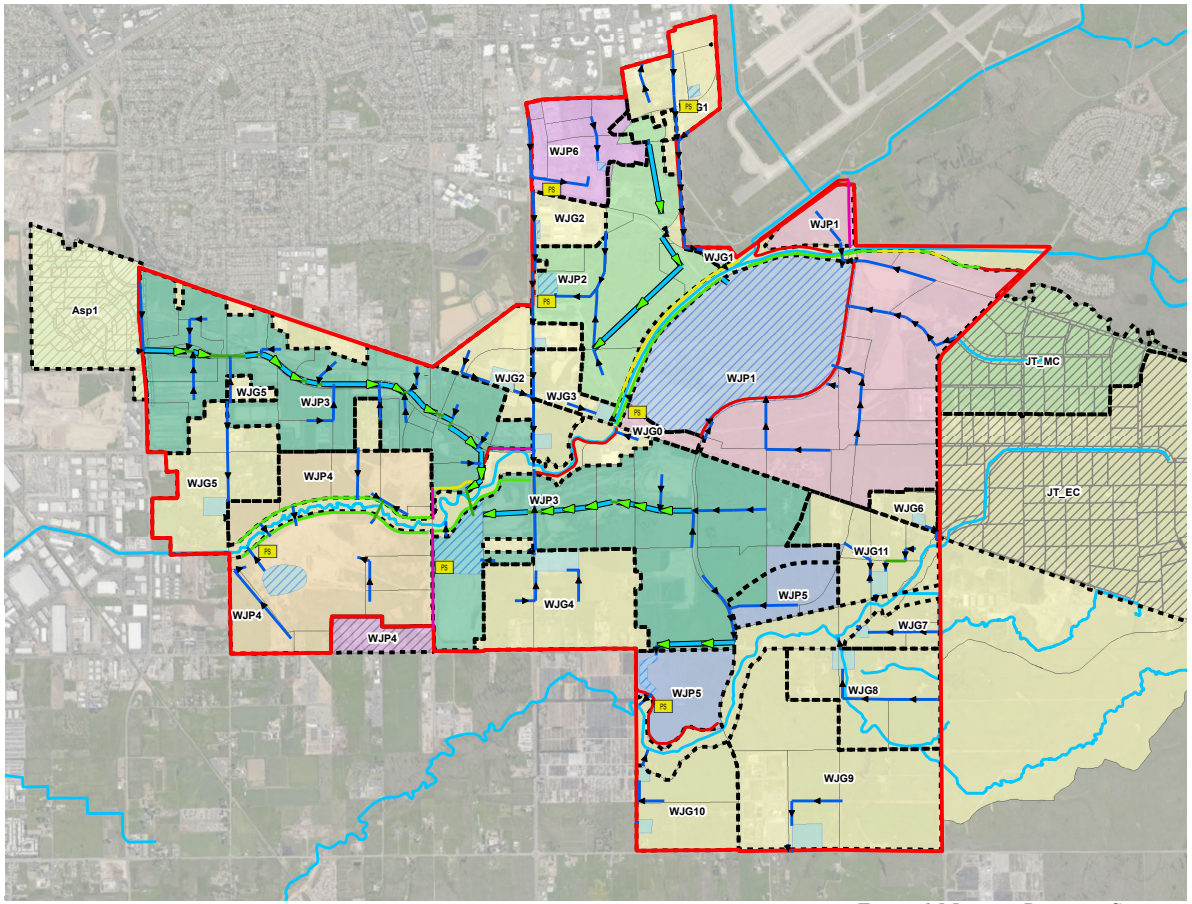


Figure 6.5 Interior Drainage Summary

6.4.2 Slopes of Former Mining Areas

Much of the planned development in the Plan Area will occur in former mining areas which provide variations in topography. As a result of different topographies, slope areas exist which provide opportunities to establish landscaped open spaces that will add to the character of neighborhoods and business districts. Slope areas can be landscaped and/or utilized for agricultural production. Where appropriate, trees and vegetation may be planted that will provide screening, shade for residences, or erosion control.

Connections should be provided where feasible between land uses that support the community (such as commercial centers, schools and medical services) and adjacent residential developments that are on different topographic grades. Where possible, connections should also be provided between adjacent residential developments that are on different topographic grades. This may entail providing a roadway, off-street trail, or other connections.



6.5 URBAN FORESTS

Within the Plan Area, the establishment of urban forests through a coordinated tree planting program will have the potential to significantly improve the quality of the urban and natural environment and increase the well-being of the Plan Area's citizens. Trees encourage pedestrian and bicycle activity by providing comfortable shaded walkways and trails, improving air and water quality as well as slowing storm water runoff, resulting in less erosion and minimizing man-made drainage features. Urban forests also help reduce greenhouse gases through carbon sequestration. Because urban forests serve such important utility functions, they are considered an integral part of the green infrastructure of the Plan Area. Additionally, urban forests provide economic benefits by increasing property values and positively influencing how residents view their neighborhoods and how consumers view the businesses they patronize.

Street trees are the most visible component of the urban forest in the Plan Area, but these constitute only a portion of the urban forest. The other components of the urban forest will be trees planted in parks and open spaces; trees used for landscaping on residential, commercial and industrial properties; trees within urban farms and community gardens; and trees within remnant ecosystems.



6.6 POLICIES RELATED TO PARKS & OPEN SPACE

The following section lists the applicable polices of Chapter 6 relating to Parks and Open Space. Policies have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

Parks and Open Space

Policy 6.1 Locations of major parks and open space areas in the Plan Area are shown in Figure 6.2, "Parks and Open Space Plan." Final park locations and sizes shall be determined during the subdivision process in collaboration with the park district in which the subdivision map is located.

Policy 6.2 Quimby requirements shall be based upon the respective park district in which subdivision maps are located. In the event that a subdivision encompasses both park districts, park requirements shall be negotiated with each respective district.

Policy 6.3 Parkland dedication factors shall be based upon Sacramento County Code Section 22.40.045 which requires 4.87 acres per 1,000 residents for Cordova Recreation and Parks District and 5.0 acres per 1,000 residents for Southgate Recreation and Parks District, and each park district has a set of standards that will apply to the Plan and guide delivery of the required park sites.





Community and Neighborhood Parks

Policy 6.4 Community Parks shall range from 10-20+ acres (See Table 6.2) with active programming and with access to major roadways.

Policy 6.5 Final locations of neighborhood parks shall be determined during the tentative subdivision map process.

Policy 6.6 Where determined to be appropriate by the applicable park district and school board, neighborhood parks of 5 acres or more should be co-located with public schools.

Policy 6.7 Canopy trees and visible landscape elements (e.g. structural elements such as picnic shelters) should be incorporated into each park to complement the proposed uses.

Policy 6.8 Various complimentary park themes and layouts should be established within the Plan Area. Some parks may have more sports field uses while others may include more passive uses such as grassy areas for informal play or natural areas with pedestrian trails. A wide variety of recreational opportunities shall be provided throughout the Plan Area with the objective of meeting the programming requirements of the Cordova and Southgate Recreation and Park Districts as applicable.

Policy 6.9 Large canopy shade trees shall predominate, supplemented by smaller ornamental trees and plantings near entry areas and gathering places (such as picnic areas). Drought tolerant and native species shall be used whenever possible.

Policy 6.10 Encourage the location of Community Gardens within parks and open space areas.

Policy 6.11 When appropriate, limited commercial uses (such as cafes and recreation supportive uses such as bicycle shops) shall be allowed within park spaces subject to consistency with compatible zoning district or a Special Planning Area provision.



Pocket Parks/Parklet Parks

Policy 6.12 Neighborhood parks of less than 2 acres that are intended for recreational use shall include limited programming for passive and active uses. Parks less than 2 acres in size are discouraged in the SRPD jurisdiction.

Policy 6.13 Parks that are less than 2 acres may be designed as image parks that may include neighborhood identity signage and native, ornamental and edible plantings to enhance the visual appearance of the neighborhood.

Policy 6.14 All Parks within the Plan Area shall adhere to local water conservation strategies.

Park Access and Visibility

Policy 6.15 Neighborhood parks should generally have street frontages on at least two sides except those abutting open spaces, trails, drainage channels, school sites, and public spaces.



Open Space Corridors

Policy 6.16 View fences shall allow views of open space from private lots while providing security, where practical. View fences may consist of a combination of wood or steel posts with wood pickets, wire mesh, cable railing, or decorative wrought iron over Concrete Masonry Unit (CMU) blocks and shall not exceed six (6) feet in total height. View fences are required where residential uses abut open space areas and slopes.

Policy 6.17 Open space corridors shall provide for a variety of uses such as stream channels, utility easements, drainage, and transit and trail corridors.

Policy 6.18 Where feasible, pedestrian and bicycle trail systems shall be provided in or along open space areas with an emphasis on trail connectivity to area-wide systems, as generally depicted in Figure 6.4.

Facilities in Detention Basins

Policy 6.19 Passive and active recreational facilities may be included in appropriate areas within basins for use during the dry season as allowed by and not in conflict with applicable permits. Maintenance responsibilities will be identified at time of tentative map/land dedication. Where recreation is allowed in detention basins, subject to review by Department of Water Resources, maintenance responsibilities will be set forth in the Operations and Maintenance Plans.

Policy 6.20 Urban Farms and agricultural uses may utilize portions of detention and retention basins as appropriate, subject to Clean Water Act and National Pollutant Discharge Elimination System (NPDES) requirements, and review by Department of Water Resources, as applicable.

Policy 6.21 Detention basins shall be designed to be visually attractive, grant public access, and support passive recreation, such as walking paths and trails.

Slopes

Policy 6.22 Roadways, trails and steps may be used for access to critical land uses such as commercial centers, employment centers, schools, and medical services.

Policy 6.23 Trees, shrubs and other landscape elements may be used to create a shaded environment that will act as a visually attractive background for neighborhoods that will be located below grade. This will also provide an appealing and shaded environment for those using slope roadways, trails, and connections.

Policy 6.24 Grading and plant design along slopes and bio-retention areas shall be unified to ensure plant species respond to grade changes and moisture levels associated with the design. Native or naturalized grasses shall be used for all slope areas where orchard or ornamental and tree species are not used in order to provide erosion control.

Policy 6.25 Sloped areas may be utilized for agricultural production including urban farming and community gardens.



Urban Forest Master Plan

Policy 6.26 In the absence of a County-wide urban forest master plan for the planting and maintenance of public trees, subsequent tentative maps within the Plan Area shall address the landscape design of street trees and common area trees.

Tree Preservation During Design and Land Development Process

Policy 6.27 Site/design plans shall give consideration to the preservation of mature or unique tree specimens during the design and land development process.

Tree Planting Plan

Policy 6.28 A tree planting plan shall accompany all tentative map applications and can be provided in the form of a conceptual landscape plan or recommended planting guidelines.

Urban Forest Implementation

Policy 6.29 Conceptual landscape plans required as part of Policy 6.28 shall be implemented through the use of landscape drawings for street trees that are reviewed and approved through the improvement plan process. Street tree plantings shall consider and detail the use of appropriate street tree species for the Sacramento region and take into account tree size, spacing, water use, and potential utility conflicts at maturity.



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CHAPTER 7: PUBLIC INFRASTRUCTURE

7.1 INTRODUCTION

This chapter has been prepared to outline the existing infrastructure conditions within the Plan Area, and to provide the framework for proposed infrastructure improvements necessary to support the development of the Plan Area. Proposed infrastructure improvements addressed within this chapter include sanitary sewer, water, drainage and flood control facilities, electric, natural gas, communications, and solid waste disposal. Table 7.1 summarizes the infrastructure providers for the Plan Area.

Infrastructure will be constructed, dedicated, and easements provided consistent with this Master Plan and other applicable standards and requirements of Sacramento County.

INFRASTRUCTURE PROVIDERS	
Sanitary Sewer	Sacramento Area Sewer District and Sacramento Regional County Sanitation District
Water	Sacramento County Water Agency/Zone 40 and California American Water Company
Drainage and Flood Control	Sacramento County Water Agency/Zone 11A
Electric	Sacramento Municipal Utility District
Natural Gas	Pacific Gas & Electric
Communications	Various
Solid Waste Disposal	Sacramento County Department of Waste Management and Recycling

Table 7.1 Infrastructure Providers

7.2 PUBLIC INFRASTRUCTURE OBJECTIVES

The following section lists the applicable objectives of Chapter 7 relating to Public Infrastructure.

Public Infrastructure

Objective 7.1 Coordinate with California American Water Agency, the Sacramento County Water Agency, and other appropriate water purveyors to ensure the adequate provision of water supply to the Plan Area.

Objective 7.2 Design the wastewater system consistent with the Sacramento Area Sewer District's (SacSewer) long-term infrastructure master plan as identified for the Plan Area.

Objective 7.3 Design and implement the drainage system to provide adequate facilities that ensure safe stormwater conveyance, detention and water quality treatment which provide community benefit.

Objective 7.4 Incorporate low impact design (LID) features as design elements for storm water improvements within the land plan.

Objective 7.5 Ensure that adequate dry utilities are in place to serve the Plan Area.

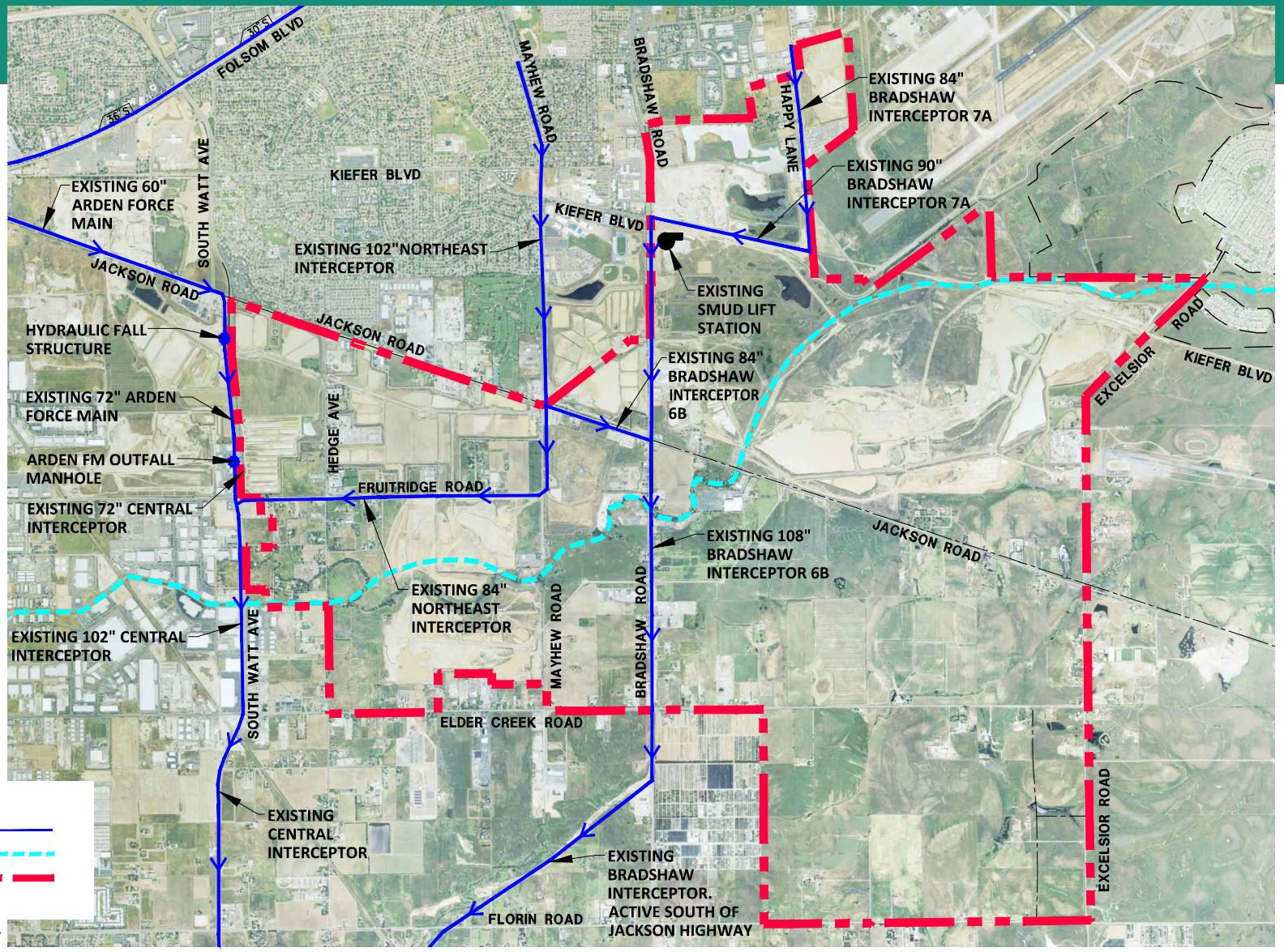


Figure 7.1 Existing SacSewer Facilities

7.3 SANITARY SEWER

A portion of the Plan Area north of Kiefer Boulevard (east of Bradshaw) and a portion of the Plan Area west of Hedge Avenue to South Watt Avenue (south of Jackson Highway) is located within the boundaries of the Sacramento Area Sewer District (SacSewer), and a portion is located within the sphere of influence. SacSewer funds and maintains trunk sewer (1 million gallons per day and greater) conveyance facilities and maintains collector/local conveyance facilities, and is responsible for regional conveyance and sewage treatment where flows exceed 10-million gallons per day. Existing SacSewer facilities identified on Figure 7.1 include the Central Interceptor, Northeast Interceptor and Bradshaw Interceptor. These existing interceptors convey sewage flows to the Sacramento Regional Wastewater Treatment Plant northwest of Elk Grove.

The Plan Area is comprised primarily of large parcels that historically were used for aggregate mining or agriculture, and therefore, did not require service from SacSewer. The County General Plan requires that all land uses with a density greater than one dwelling unit per two acres be served by a public sanitary sewer system. Future urban development within the Plan Area will require construction of sewer service infrastructure including SacSewer trunk, lateral collector pipelines, and lift / pump stations. Figure 7.2 shows the system of trunk sewers, force mains and pump/lift stations that will be constructed to convey sewage flows to existing SacSewer facilities.

The Plan Area includes mined parcels that are approximately 10 to 40 feet below natural ground. The mined parcels within the Plan Area cannot be served by a gravity sewer system unless they are backfilled. Sewer sheds that must be pumped will be combined where appropriate to minimize the number of lift stations and force mains. In general, the parcels that have not been mined or have been backfilled will gravity sewer to SacSewer facilities.

Interim Facilities

The Plan Area is crossed by three existing sewer interceptors. If any interim facilities are necessary, they will be determined as Plan Area build-out occurs. Sewer lift station wet wells, and site facilities will be constructed to ultimate facility size. Interim lift station facilities will consist of smaller pumps for the lift stations that will be replaced with ultimate size pumps as the Plan Area develops. If phasing of development does not generate adequate flows for trunk sewers, then interim facilities may be required. Interim facilities would include smaller collector sewers or force mains until adequate flows are developed to meet trunk sewer requirements.

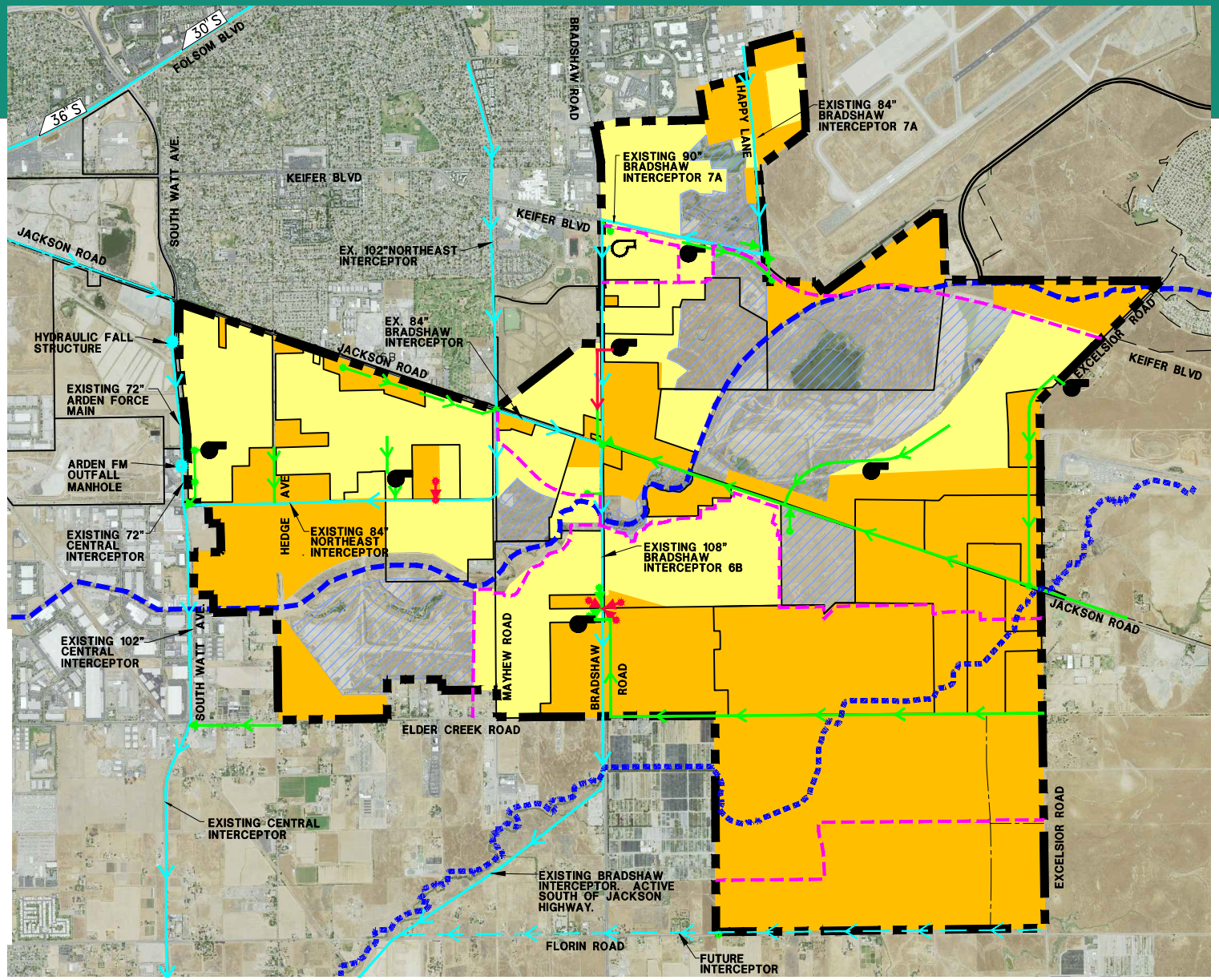


Figure 7.2 Proposed Sanitary Sewer

7.4 WATER

The Plan Area is currently located within the jurisdiction of both the California American Water Company (Cal-Am) and Sacramento County Water Agency (SCWA), Zone 40 service areas as shown in Figure 7.3. The Cal-Am service area is generally the northwest portion of the Plan Area located to the east of South Watt Avenue, north of Fruitridge Road and extending east of Bradshaw Road approximately 5,300 feet. The SCWA service area is generally the south and easterly portions of the Plan Area located south of Fruitridge Road extending east and beginning approximately 5,300 feet east of Bradshaw Road extending to the east.

Cal-Am Existing Facilities

Cal-Am currently has two subsystems serving the Plan Area. The Rosemont subsystem is generally located west of Mayhew Road while the Suburban subsystem is generally located east of Mayhew Road and north of Jackson Road. Together, these systems serve the Rosemont community through a network of distribution lines and groundwater wells (nine groundwater wells located north of Jackson Road and one groundwater well located south of Jackson Road within the Plan Area).

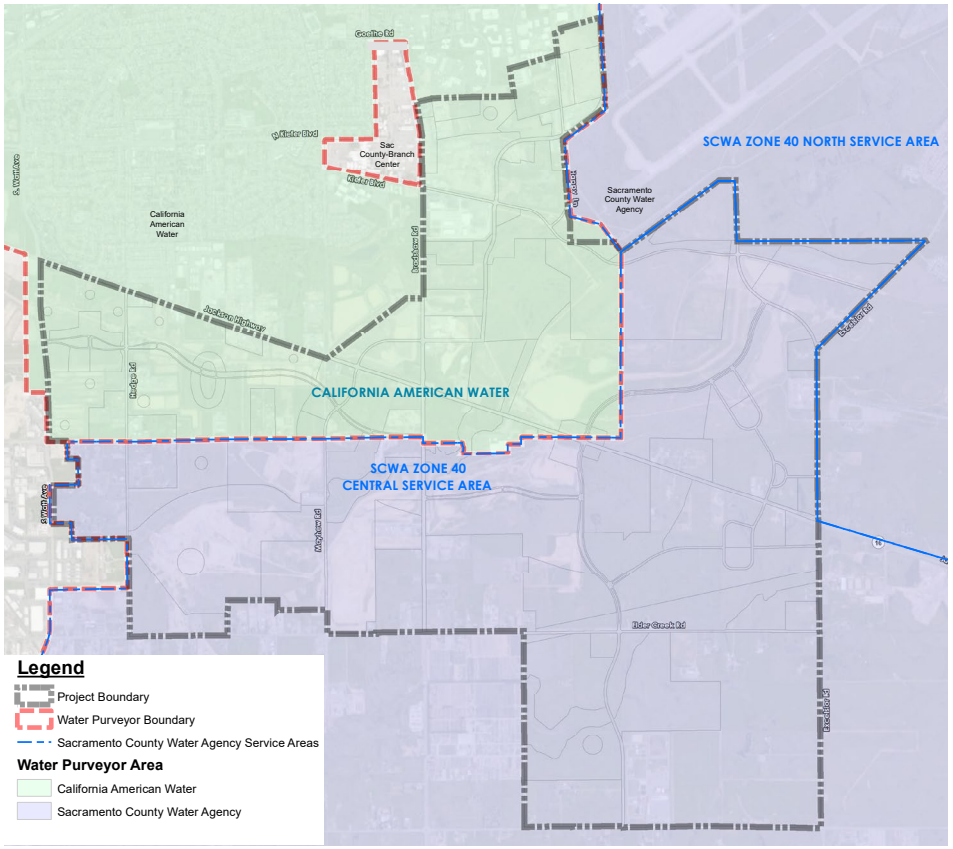


Figure 7.3 Water Purveyors

Cal-Am Proposed Facilities

Cal-Am completed the Suburban-Rosemont System Comprehensive Planning Study (CPS) in 2008. The CPS details the capital improvement recommendations for the Cal-Am Suburban-Rosemont System for the years 2008 through 2023. The CPS included proposed urban land uses for the build-out of the Rosemont and Suburban systems. Wood Rodgers worked with Cal-Am to identify the proposed urban land uses at build-out of the Rosemont-Suburban systems for the CPS.

The CPS identifies that the projected customer base is anticipated to grow from 15,600 to 25,700 customers at build-out. The existing Average Annual Demand (AAD) is 12.3 million gallons per day (MGD) with a Maximum Day Demand (MDD) of 26.0 MGD. At build-out the ADD is projected to be 18.6 MGD with a MDD of 39.1 MGD. The firm capacity of the existing well supply sources is 24.8 MGD. Approximately 93 percent of current supply is from groundwater sources with the remainder of surface water coming through purchases with adjacent City of Sacramento and SCWA water purveyors. The additional water supply required for build-out is a MDD of 14.3 MGD.

As of 2020, Cal-Am and the City of Sacramento were negotiating a long-term contract for the City to supply Suburban-Rosemont with a surface water supply. Cal-Am prepared the Sacramento District Source of Supply Study, dated August 2008. This study evaluated various alternatives for addressing future water supply needs through a combination of treating exiting well supplies, developing new well supplies, and purchasing surface water from the City of Sacramento. The preferred alternative was to 1) phase in 11 MGD of purchased surface water from the City of Sacramento between 2009 and 2025; 2) develop 4 MGD of new well supply in the future; and 3) treat the supply from two existing wells to restore 3 MGD of supply. This totals 18 MGD, exceeding the additional required supply of 14.3 MGD as identified above.

The delivery and reliability of the existing Suburban-Rosemont transmission system will be enhanced and expanded to the Plan Area by constructing additional transmission main facilities, upgrading the existing Mather Storage Facility (a joint SCWA and Cal-Am facility) and constructing a new 1.5 MG storage tank. The proposed supply, transmission, and storage facilities are identified on Figure 7.4.

SCWA Existing Facilities

The Plan Area is located within the SCWA's Zone 40 Central Service Area (CSA). The SCWA Zone 40 Water System Infrastructure Plan (WSIP) prepared in September 2016 was used as the basis of identifying SCWA conveyance and supply facilities. A part of the City of Sacramento American River Place of Use (City POU) is within the SCWA which includes the Plan Area east to Bradshaw Road. Existing SCWA facilities in the vicinity of the Plan Area include the Vineyard Well Field south of Elder Creek Road adjacent to Excelsior Road. The Vineyard Well Field and transmission main in Excelsior Road was constructed to supply water to the Sunrise Douglas Specific Plan in the SCWA North Service Area northeast of the Plan Area. SCWA's Vineyard Surface Water Treatment Plant (VSWTP) is located within the Plan Area north of Florin Road. From the VSWTP a transmission main extends east and west within Florin Road supplying water to SCWA's North Service Area via the Excelsior Road transmission main and the remaining SCWA service area.

SCWA Proposed Facilities

Phase 1 of the VSWTP will deliver 50 MGD. The City of Sacramento and SCWA have negotiated a Master Wheeling Agreement that will provide surface water from the American River within the City Place of Use (POU). Approximately 20 MGD is assumed as SCWA POU water. An initial transmission intertie to the City along Elder Creek Road will provide the initial City POU water (6.5 MGD) to the CSA. The CSA transmission mains will be constructed in phases with the initial phases of the transmission mains required to connect the VSWTP with the North Service Area and the South Service Area. The proposed SCWA facilities are identified on Figure 7.4.

Water Supply Planning Act (SB 610)

The California Water Supply Act (SB 610) requires coordination between the lead agencies with land use authority and public water suppliers for large development projects (400+ residential lots). The purpose of this law is to determine whether projected water supplies will be sufficient to satisfy the demands of the proposed project, including existing and planned future uses.

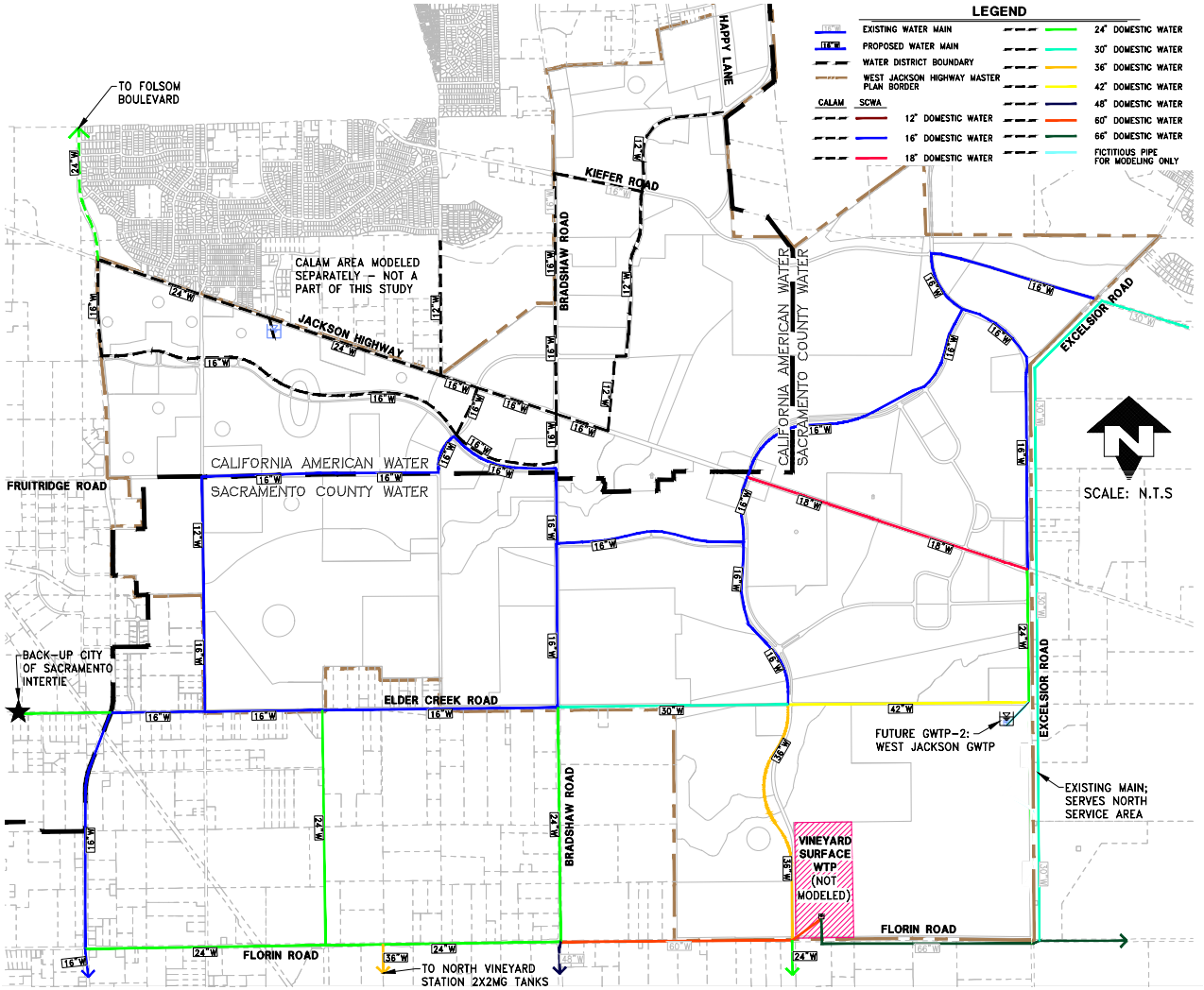


Figure 7.4 Proposed Water System

The proposed Master Plan, with a planned holding capacity of up to 16,484 dwelling units and supporting commercial, office and industrial uses, is subject to SB 610 requirements.

SB 610 requires urban water suppliers to prepare, adopt, and submit to the California Department of Water Resources (DWR) an Urban Water Management Plan (UMWP). The UWMP must include:

- Identification of the current and projected population in 5-year increments up to 20-years or as far as data is available.
- Quantification of the projected water uses over the 5-year increments.
- Identification and quantification of existing and planned sources of water available to the water supplier over the 5-year increments.
- Description of the reliability of the water supply during average, single-dry and multiple-dry water years.
- Description of all water demand management measures and all water supply projects and programs that may be undertaken by the supplier to meet the total projected water use.

SB 610 further requires the land use lead agency to request the water purveyor to prepare a Water Supply Assessment (WSA). The WSA must:

- Determine whether the projected water demand associated with the development project was included as part of the public water system's most recently adopted UWMP.
- Identify water supply entitlements, water rights or water service contracts relevant to the identified water supply for the project.
- Determine whether the public water system's total projected water supplies available during normal, single-dry, and multiple-dry water years during a 20-year projection will meet the projected water demand associated with the project. Determination to also include addition to the public water system's existing and planned future uses (including agricultural and industrial uses).
- If the public water supply system's supplies are or will be insufficient, the public water system must identify its plans for acquiring additional water supplies and set forth the measures that will be undertaken to acquire and develop those water supplies.
- The WSA must be included in the CEQA document for the project.

Both Cal-Am and SCWA were required to prepare a WSA for the Plan Area pursuant to SB 610. Both WSA documents concluded that sufficient and reliable water supplies are available to serve the water demands of the Plan Area. The WSA identifies that the public water systems' existing and planned future water supplies during normal, single-dry and multiple-dry water years are adequate and in compliance with the long-term regional groundwater and surface water resource management efforts associated with the Water Forum Agreement.

7.5 STORM DRAINAGE AND FLOOD CONTROL

Existing Drainage & Floodplain

As illustrated by Figure 7.5, the Plan Area is currently divided into two drainage sheds. The northerly shed drains to Morrison Creek, which drains over 80% of the Plan area. The southerly shed drains to Elder Creek. Excluding mining areas, the natural topography of the Plan Area is generally flat with elevations varying from 30-65 feet above mean sea level, and for the drainage shed approximately 120 mean sea level (MSL) in the east to 40 MSL in the northwest. The mined areas below the creek elevations are as low as elevation -2 MSL. The general drainage pattern is from east to west with the areas to the north and south of each creek draining towards either Morrison Creek or Elder Creek, respectively. Both Morrison Creek and Elder Creek are characterized as meandering streams with relatively shallow depths (3-6 feet), narrow streambed (6-20 feet wide), and bordered by a shallow broad floodplain (100-2,000 feet wide).

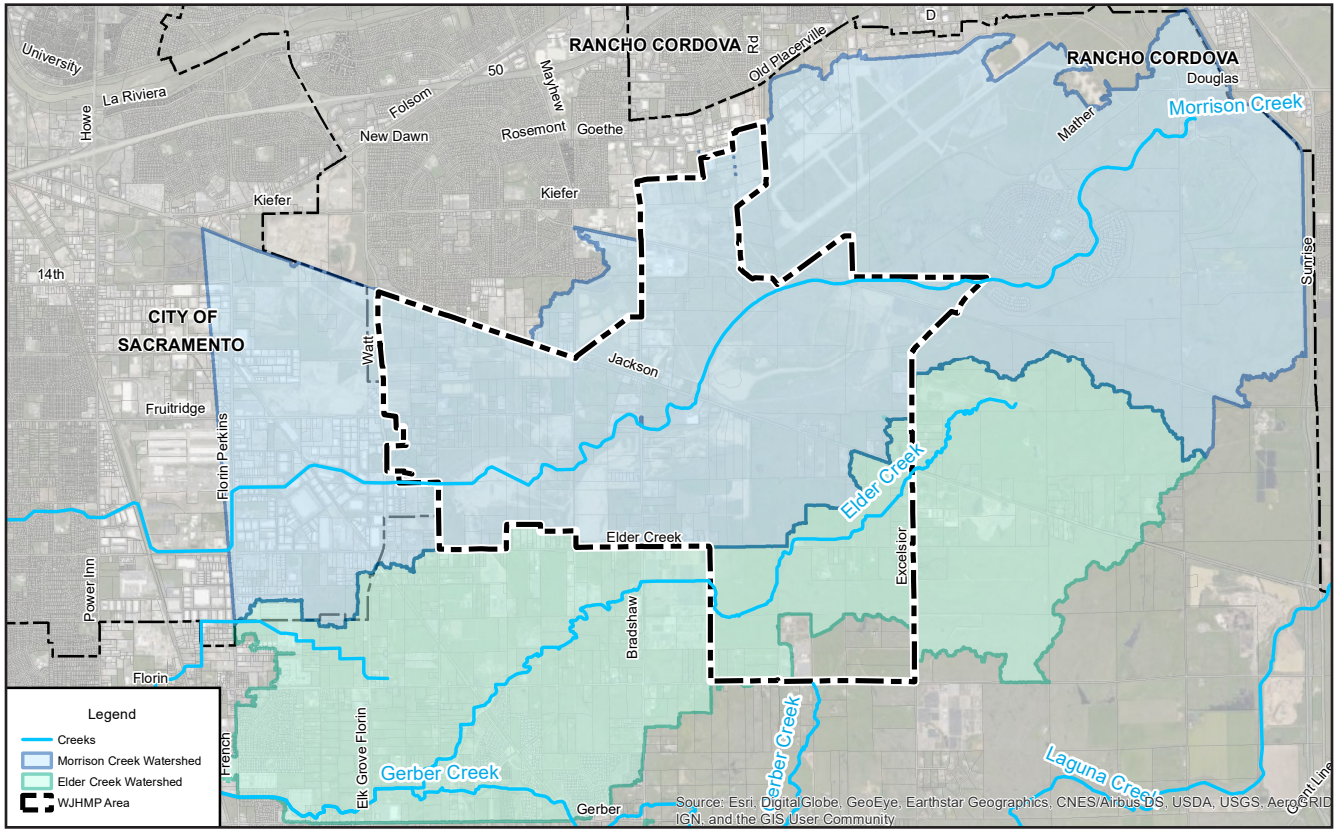


Figure 7.5 Watersheds

Numerous parcels bordering Morrison Creek to the north and south have been mined for construction-grade aggregates. To facilitate mining, Morrison Creek was realigned along two reaches. The first reach from Jackson Road to Excelsior Road was completed in the early 2000s and the second reach from Hedge Avenue to Mayhew Road was completed in 2014.

The mined areas adjacent to Morrison Creek, as well as other mined areas several thousand feet north and south of the creek, are now below existing grade. The realigned Morrison Creek is retained within its banks by existing ground or embankments functioning as levees. Although portions of the mined areas historically flowed to Morrison Creek, they currently do not drain. These areas currently function with retention basins handling stormwater. Several of the mined areas are connected by conveyor tunnels at South Watt Avenue, Hedge Avenue, Bradshaw Road, Jackson Road and Fruitridge Road. The conveyor tunnels are interim facilities for mining operations and are not intended to alter the future drainage pattern except in the case of the two major tunnels under South Watt Avenue and Hedge Avenue. These two tunnels are proposed to remain open and part of the proposed trail system.

Morrison Creek and Elder Creek floodplain designations within the Plan Area are identified on Figure 7.6. Given the generally undeveloped nature of the area, existing drainage facilities in the Plan Area are limited primarily to Morrison Creek, Elder Creek, roadside ditches, bridges, and culverts.

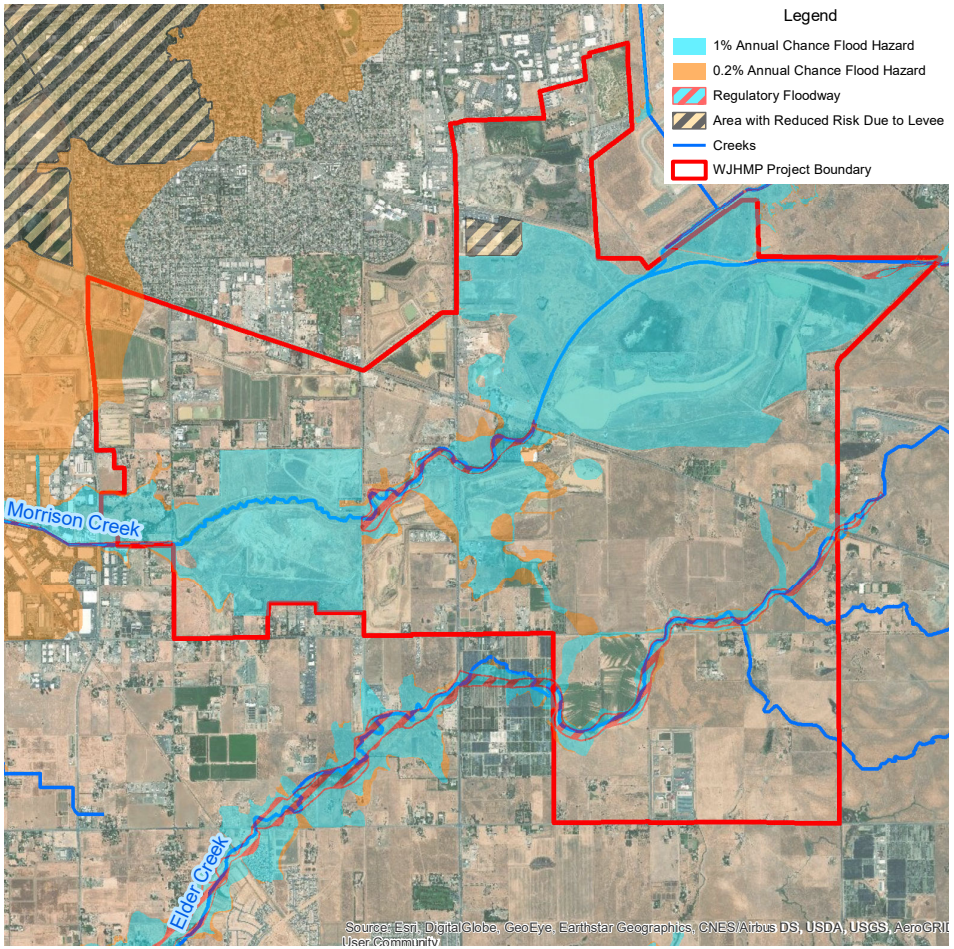
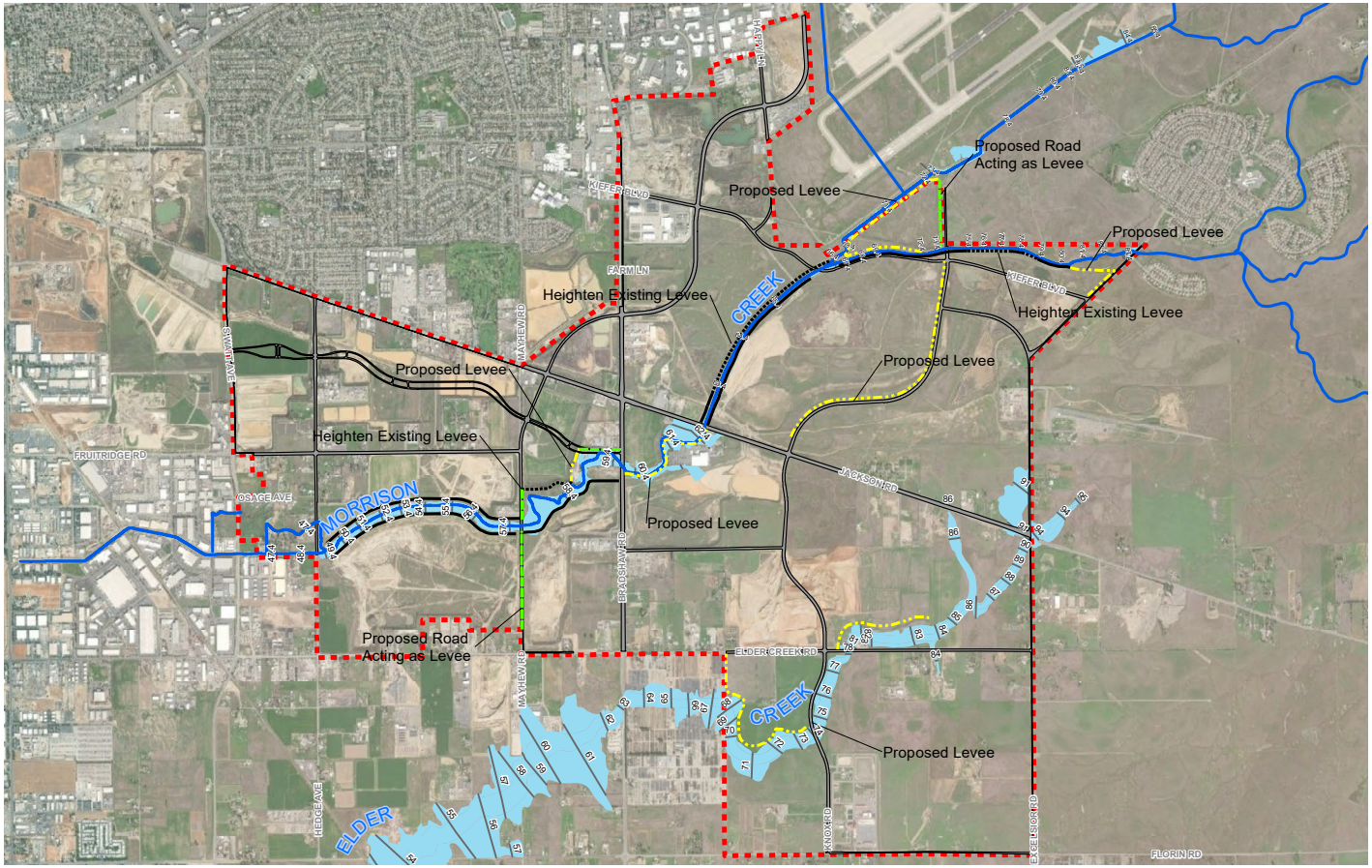


Figure 7.6 FEMA Floodplain Map

Proposed Flood Control Facilities–Morrison Creek

The proposed flood control facilities are identified on Figure 7.7. The design and location of these facilities has taken into account existing and planned topography of the Plan Area, and has been coordinated closely with Sacramento County.



Note:
(1) Future development in certain areas, including residential uses, will be located lower than Morrison Creek and behind levees, and most drainage and flood control infrastructure will depend on pump stations.

(2) For preliminary planning purposes only. Verification to occur during final engineering.

Figure 7.7 Proposed Flood Control Facilities

Proposed Drainage Facilities–Mined Areas

The Plan Area will utilize Low Impact Design (LID) and Runoff Reduction (RR) facilities to reduce runoff prior to discharge to piped drainage systems. The piped drainage systems will discharge to either a constructed natural channel along the future Rock Creek Parkway or detention basins prior to being discharged to Morrison or Elder Creeks. The parkway and detention basins will provide additional water quality, runoff reduction and detention to promote storm water percolation, groundwater recharge and evapotranspiration to further reduce storm water runoff.

The parkway and the detention basins will be a multi-purpose open space that will provide conveyance and detention. The parkway will have varying widths of 50 to 300-feet incorporating a low flow channel, and gradual side slopes. A landscaped recreational trail system for pedestrians and bikes is anticipated in the corridor.

Rock Creek Parkway will provide additional detention volume for 100-year through 500-year events. Rock Creek Parkway and the detention basins will provide storage for 100-year, 200-year and 500-year (where appropriate) events and detain storm water runoff prior to discharge or pumping to Morrison Creek.

The proposed drainage facilities for the mined areas are identified on Figure 7.8.

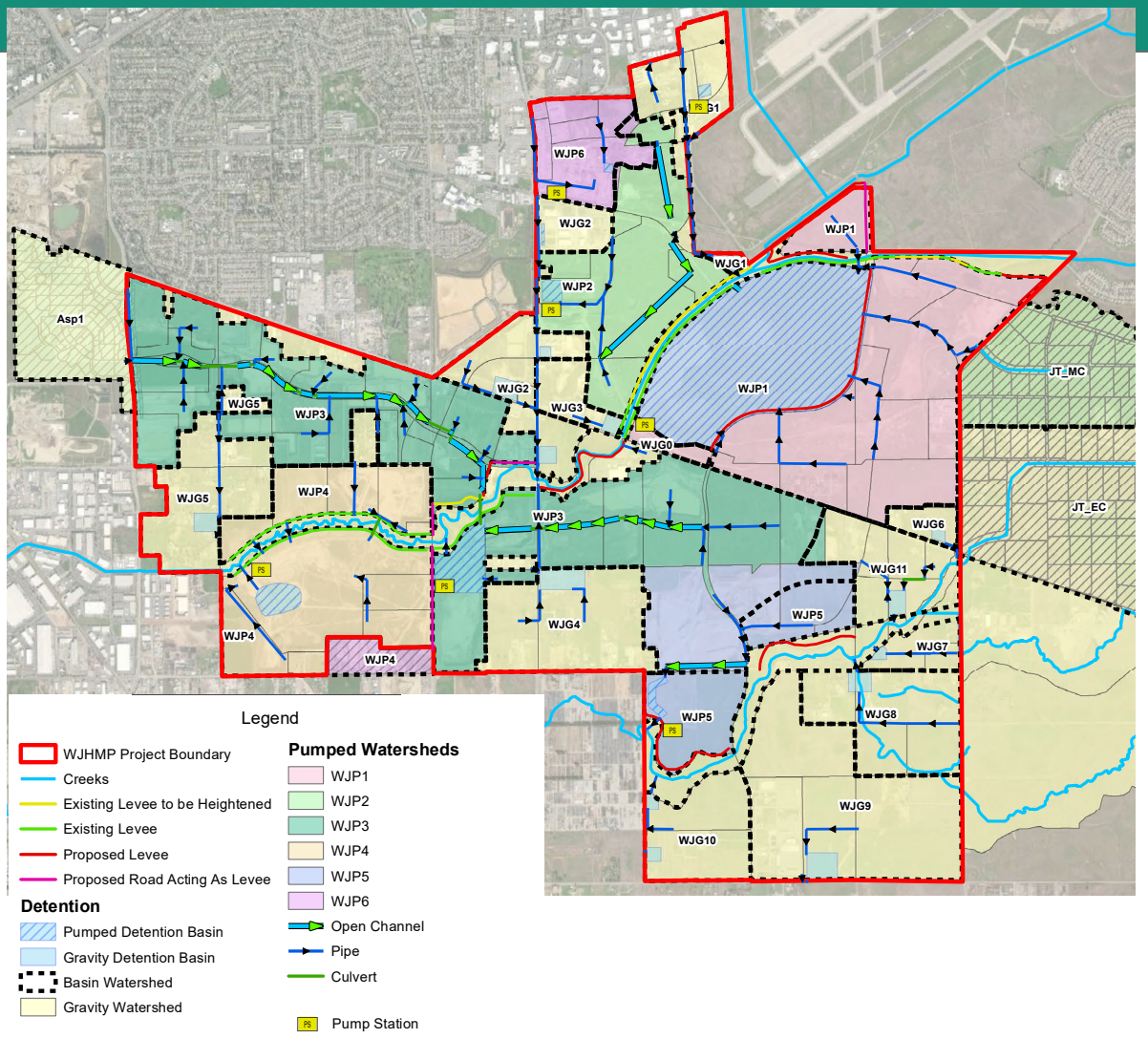


Figure 7.8 Proposed Interior Drainage

Proposed Drainage Facilities–Other Areas

The areas within the Plan Area that have not been mined are currently draining to Morrison Creek or Elder Creek. These areas will continue to drain to Morrison Creek or Elder Creek and will construct detention facilities to mitigate storm water runoff to predevelopment levels. The proposed drainage facilities for these areas are identified on Figure 7.8.

Proposed Drainage & Flood Control Facilities–Elder Creek

The existing Elder Creek channel is assumed to remain in a natural state with no channel modifications. The Plan Area within the Elder Creek drainage shed will construct detention facilities to mitigate storm water runoff to predevelopment levels. The proposed drainage facilities for these areas are identified on Figure 7.8.

7.6 ELECTRIC

Sacramento Municipal Utility District (SMUD) will provide electric service to the Plan Area. SMUD has existing 12 kV and 69 kV electric transmission and bulk substation infrastructure within the Plan Area. SMUD has identified the proposed locations of future 69 kV electrical transmission and bulk substations, adjacent to, but outside of our Plan Area.

7.7 COMMUNICATIONS

The Plan Area is within the service areas of various several service providers (including Frontier Communications, Consolidated Communications and AT&T). These providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to and within the Plan Area as development occurs. The providers will review future tentative subdivision maps at the time of future entitlement requests and provide the requirements to extend service for telephone, cable TV and high-speed data line services to each map area at the time of the processing of the map.

7.8 SOLID WASTE

The Sacramento County Department of Waste Management and Recycling will provide solid waste collection and disposal services (garbage, recycling and green waste services). Sacramento County operates the Kiefer Landfill located near Kiefer Boulevard and Grant Line Road. This is the primary solid waste disposal site in the County. The 660-acre landfill is a Class III landfill. The capacity of the landfill will accommodate the solid waste disposal needs of the Plan Area.

7.9 POLICIES RELATED TO PUBLIC INFRASTRUCTURE

The following section lists the applicable polices of Chapter 7 relating to Public Infrastructure.

Public Infrastructure

Policy 7.1 Future developments within the Plan Area shall coordinate with local service purveyors to ensure the provision of services in conjunction with project phasing.

Policy 7.2 Sufficient water resources shall be identified, and the necessary transmission and storage facilities shall be constructed to provide potable water to meet the Plan Area needs.

Policy 7.3 Adequate wastewater infrastructure shall be installed to meet the needs of the Plan Area.

Policy 7.4 Construct the storm water conveyance system, detention/water quality basins as multi-purpose facilities to provide recreation opportunities in conjunction with drainage functions.

Policy 7.5 Future development plans shall be consistent with the Master Plan infrastructure plans, and any deviations shall require amendments to the Public Facilities Financing Plan (PFFP) if necessary.

Policy 7.6 All exterior lighting applications shall be subject to the 2022 Building Efficiency Standards Section 140.7 during buildout, and as amended thereafter, to use fixtures approved by the International Dark Sky Association.

CHAPTER 8: PUBLIC SERVICES

8.1 INTRODUCTION

This chapter identifies the public services required to serve the Plan Area as it transitions to urban land uses. An increased demand for new public services will accompany an increased population resulting from new residential, commercial, employment, and industrial development. Policies for new and/or expanded services such as schools, law enforcement, fire protection/ emergency response, public libraries, and social and health services in the Plan Area are identified in this chapter.

Future projects in the Plan Area will be responsible for contributing their fair share of costs to provide additional facilities and equipment needed for providing public services. The Master Plan finance strategy described in Chapter 11 provides policies to provide necessary services that will be implemented through the infrastructure finance plan approved for the Plan Area.



8.2 PUBLIC SERVICES OBJECTIVES

The following section lists the applicable objectives of Chapter 8 relating to Public Services. Objectives have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

School Locations

Objective 8.1 A new joint high school and middle school site should be located within the Master Plan area.

Objective 8.2 Specific locations for Elementary school sites within FPAs shall be determined when Master Plan amendments or other subsequent entitlements are prepared for the particular FPA.



Public Schools and Neighborhood Parks/Open Space Corridors

Objective 8.3 Public schools within the Plan Area should be located next to a park, trail, or open space corridor where feasible. The school properties should be connected to that park or open space corridor by sidewalks and/or trails for safe and convenient access.

Joint Use Facilities

Objective 8.4 Development within the Master Plan may pursue joint use opportunities with Public schools and recreation and park districts to enrich the lives of students and residents in the Plan Area.

Future Sheriff's Station or Substation

Objective 8.5 Sheriff's Department stations or substations will be allowed in all commercial, industrial and residential areas in accordance to County zoning.

Fire Stations Locations

Objective 8.6 Three new fire stations should be located in the Plan Area if needed. Specific sites shall be determined during the Tentative Map process.





8.3 SCHOOLS

The Plan Area is located within the service areas of two school districts – the Elk Grove Unified School District (Elk Grove USD) and the Sacramento City Unified School District (City USD) as illustrated in Figure 8.1. Most of the Plan Area is in the Elk Grove USD with a smaller portion (northernmost part of the Plan Area) in the City USD.

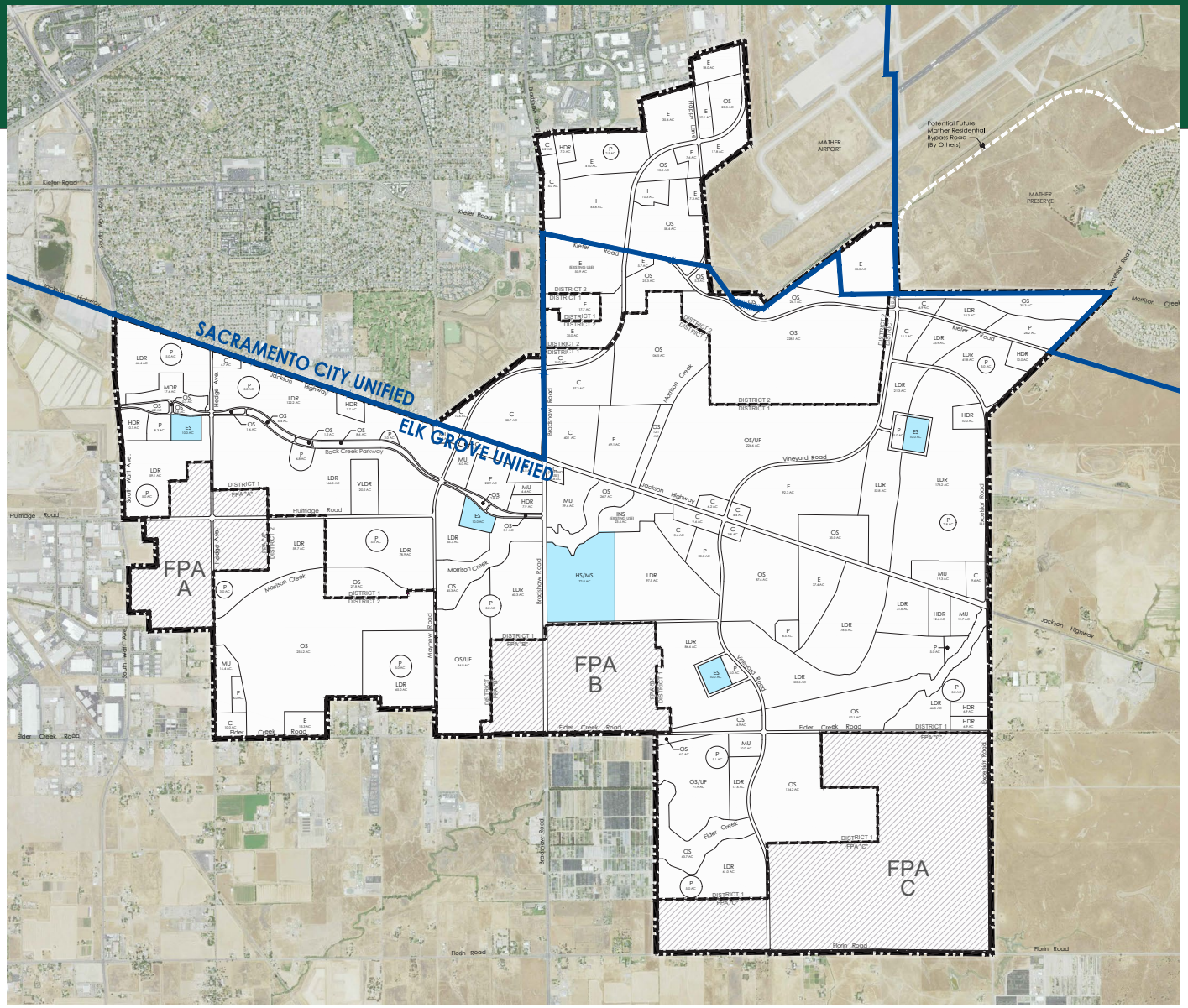


Figure 8.1 School Districts

8.3.1 Existing Facilities

Elk Grove USD currently maintains one existing elementary school (Sierra Enterprise) within the Plan Area at the Hedge Avenue/Fruitridge Road intersection, while City USD currently operates Rosemont High School, located at the southwest corner of Kiefer Boulevard and Bradshaw Road, located adjacent to the Plan Area. Both existing facilities are shown in Figure 8.2.

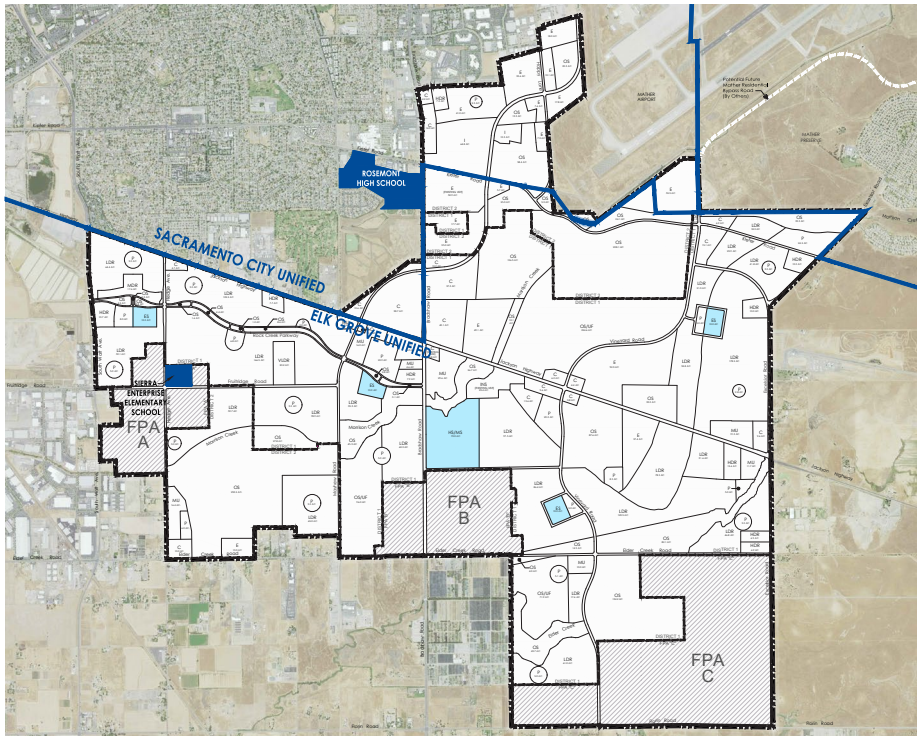


Figure 8.2 Existing School Facilities

School District	Single Family Units	Multi-Family Units	Student Yield K-6	Student Yield 7-8	Student Yield 9-12	Elementary Schools Needed 850 Students	Middle Schools Needed 1,200 Students	High Schools Needed 2,200 Students
Elk Grove Unified	10,824	5,660	5,444	1,723	3,014	6.40	1.44	1.37
Sacramento City Unified	0	210	100	35	59	0	0	0
TOTAL	**10,824**	**5,870**	**5,544**	**1,758**	**3,073**	**6**	**1**	**1**

Table 8.1 Student Yield Generation
Note: Due to the limited number of residential units within Sacramento City Unified School District, generation rates for Elk Grove Unified School District were used for the purposes of Table 8.1.

8.3.2 Student Generation and School Requirements

Demand for school facilities, sizing, location, and student generation rates are based upon information provided by the Elk Grove and City of Sacramento USD's. Table 8.1 summarizes the Student Yield Generation Rates and resulting land dedication requirements for these districts as applicable to the Plan Area.

Based on the number of residences projected to be within the Plan Area upon full build-out, anticipated student enrollment is approximately 5,544 elementary students, 1,758 middle school students, and 3,073 high school students. If build-out within the Plan Area occurs as anticipated, the Plan Area would require six elementary schools, a middle school and a high school within the Elk Grove USD. City USD has determined that students within its district boundaries could be served by existing schools outside of the Plan Area.

Within the District 1 and District 2 Areas, land is reserved for five schools, including a 70-acre middle/high school site and four elementary schools that average 10 acres in size (See Figure 8.3). All of the schools are located within the Elk Grove USD. Each school will have access to nearby neighborhoods and three of the elementary schools have been co-located with public parks to encourage shared use of recreational facilities. In addition to the four elementary schools identified within Districts 1 and 2, there will be a need for at least two elementary schools in FPAs. The ultimate location of these facilities will be determined when a future specific plan, Master Plan amendment, or subsequent entitlements are prepared for the FPAs.

The middle school/high school will be located east of Bradshaw and south of Jackson Road and will serve the Plan Area, including FPAs. Where possible, elementary school sites have been combined with other land uses such as public parks, open space, and higher density residential to create activity centers for their respective neighborhoods. These activity centers will be connected to other areas within the Plan Area through the Plan Area trail system.

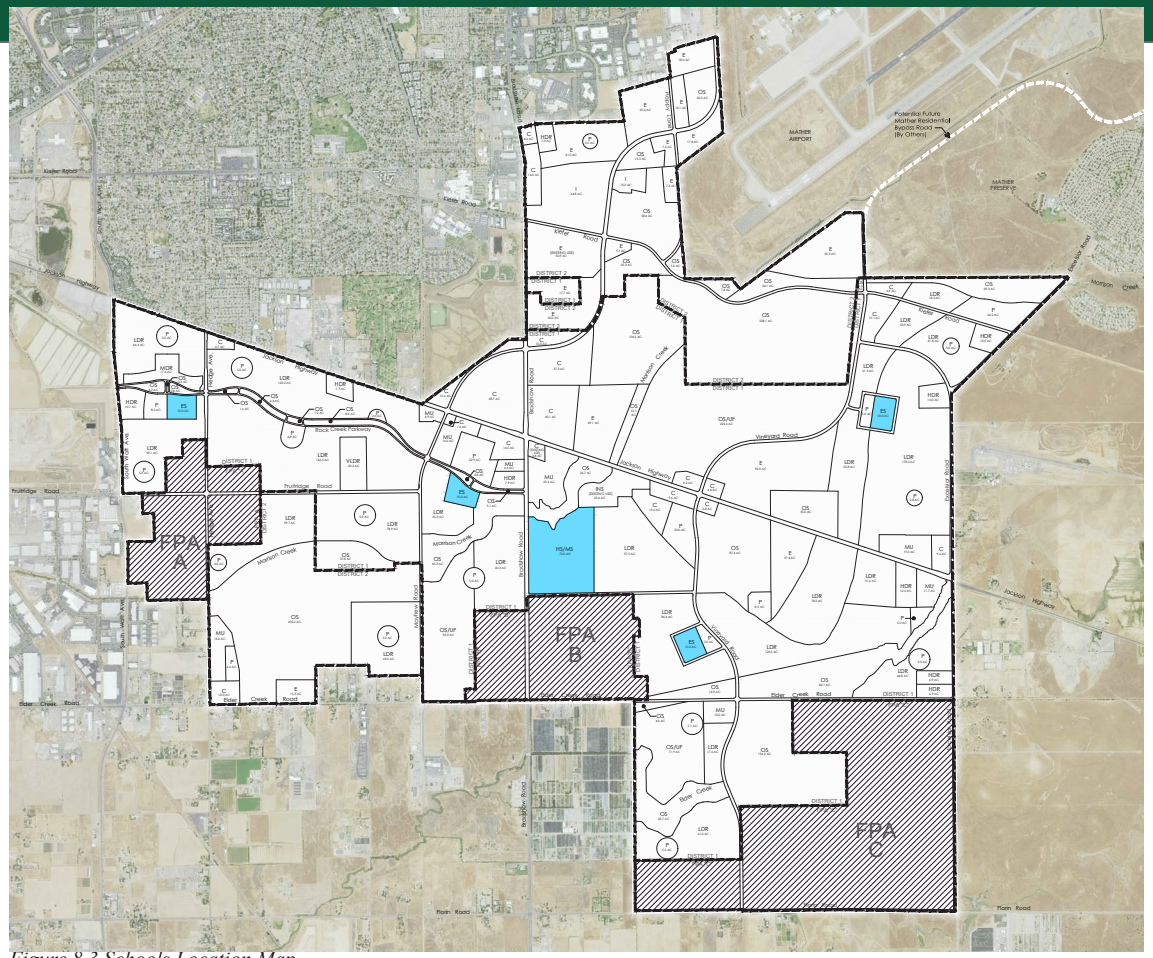


Figure 8.3 Schools Location Map

8.4 PUBLIC SAFETY

8.4.1 Law Enforcement

Existing Services

The Sacramento County Sheriff's Department (Sheriff) currently provides law enforcement services and police protection to the Plan Area. This includes response to calls and incidents, investigations, surveillance, and routine patrolling. Police services within the Plan Area are currently provided by the nearest sub-station (Kilgore Station), which is located within East District 7 as shown in Figure 8.4. This station has Sheriff's personnel that handle calls for service within the unincorporated County.

Proposed Services

The Sheriff's Department has yet to decide whether to locate a new station or sub-station within the Plan Area. To provide maximum flexibility for the location of a possible future facility, policies (found in Section 8.6) have been established allowing Sheriff's stations or sub-stations in all commercial, industrial and residential areas of the Plan Area.



Figure 8.4 Existing Law Enforcement Map - East District 7





8.4.2 Fire Protection and Emergency Response

Existing Services

The Sacramento Metropolitan Fire District (Metro Fire) currently provides fire protection and emergency medical response to the Plan Area. As shown on Figure 8.5, the nearest fire station is located on Bradshaw Road, approximately 0.8 miles north of the Plan Area boundary. Another station is located on South Watt Avenue and is approximately 1.5 miles to the northwest of the Plan Area boundary. Both of these stations currently serve existing communities in the Plan Area.

Proposed Services

Metro Fire has recently completed updating its service delivery plan to take into account existing and anticipated future development south of Highway 50 within the incorporated and unincorporated areas of the County. Metro Fire has indicated that development within the Plan Area will contribute to an increase in the need for fire protection, including additional staffing, vehicles, equipment and stations. According to the service delivery plan, there is a possible need for up to three additional stations.

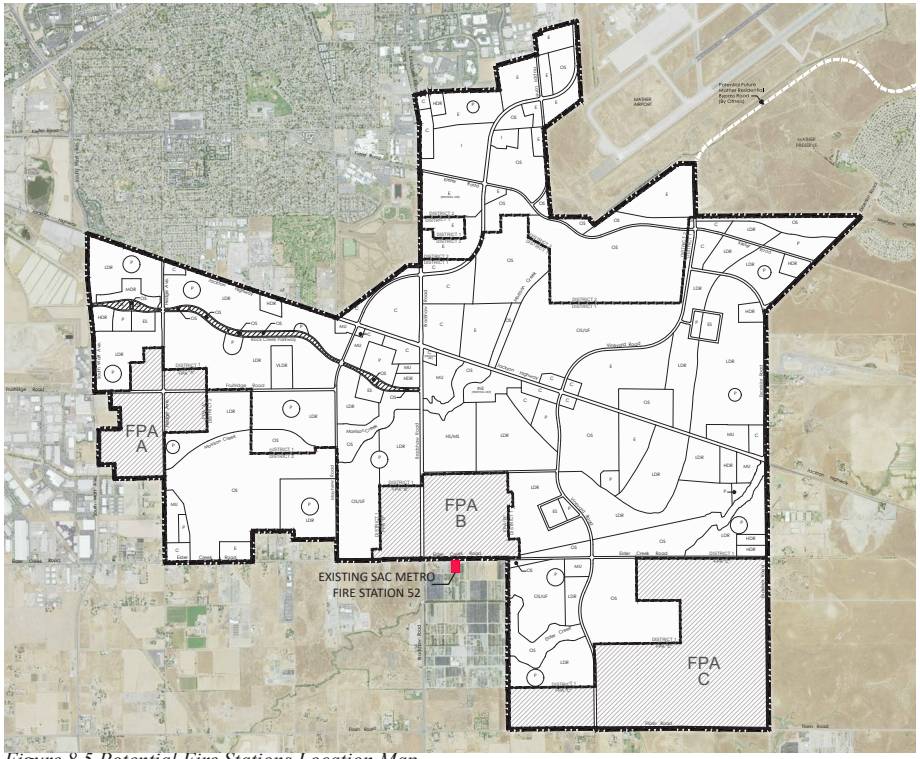
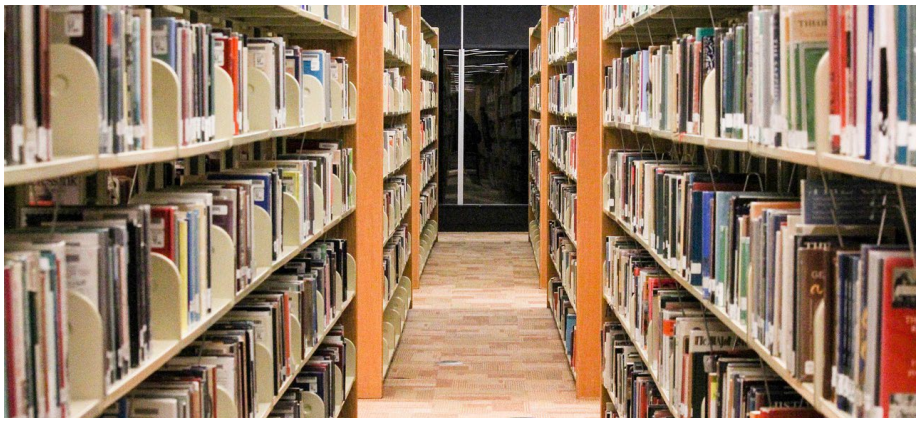


Figure 8.5 Potential Fire Stations Location Map
Note: Specific sites not depicted, to be determined

8.5 COMMUNITY FACILITIES

8.5.1 Public Library

The Sacramento Public Library will provide library services to the Plan Area. Currently there is no public library within the Plan Area. The nearest public library branch is the Rancho Cordova Community Library in the City of Rancho Cordova which is approximately 3.5 miles from the Plan Area, as shown in Figure 8.6. In order to accommodate increased demand, the Sacramento Public Library is planning to develop two new libraries south of the Plan Area within the Vineyard community and another new library north of the Plan Area within the Cordova Community. The Sacramento Public Library is anticipating that these new branches and the existing Rancho Cordova branch will be sufficient to meet the library needs of residents in the Plan Area.



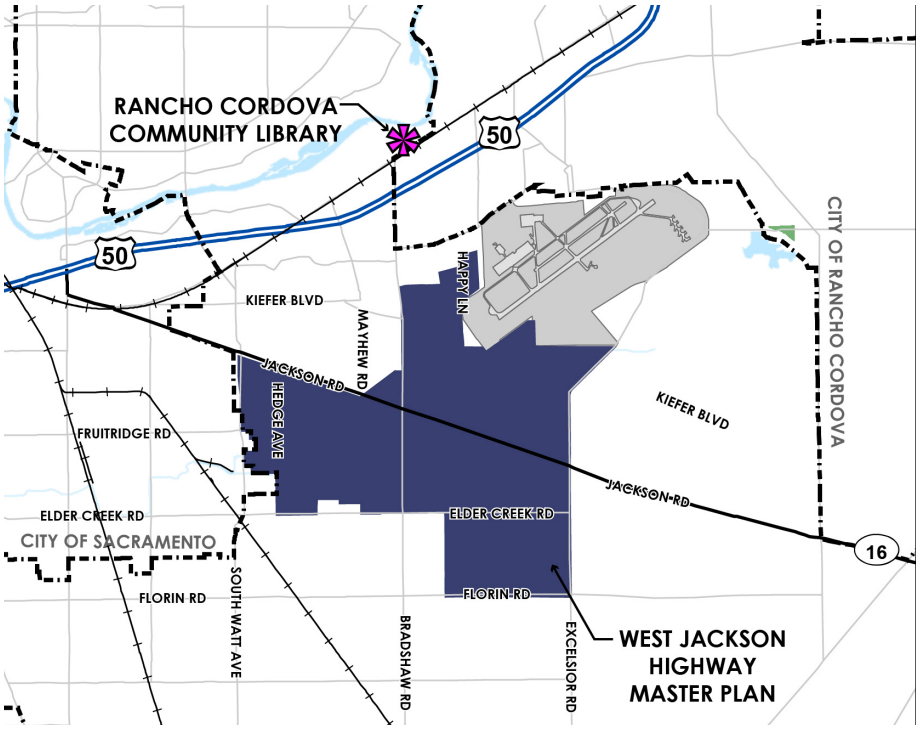


Figure 8.6 Rancho Cordova Community Library Proximity Map

8.6 POLICIES RELATED TO PUBLIC SERVICES

The following section lists the applicable polices of Chapter 8 relating to Public Services.

Public Service Locations

Policy 8.1 Implement the siting of new school sites and facilities in coordination with the respective school districts including the timing of such facilities. These locations shall be located within the Master Plan area, as approximately shown in Figure 8.3.

Policy 8.2 Implement the siting of Sheriff's Department stations or substations within the Master Plan area which shall be allowed in all commercial, industrial and residential areas in accordance with County zoning. Stations in residential areas must be located on an arterial road or on a lot at least twice the minimum lot size for the zone. Timing of these facilities shall be done in coordination with the Sheriff's Department.

Policy 8.3 Implement the siting of Fire Department stations within the Master Plan area which shall be allowed in all commercial, industrial and residential areas in accordance with County zoning. Stations in residential areas must be located on an arterial road or on a lot at least twice the minimum lot size for the zone. Timing of these facilities shall be done in coordination with the Fire Department.

Policy 8.4 Coordination with appropriate entities shall occur at tentative map and design phases to encourage joint use facilities.

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CHAPTER 9: ENVIRONMENTAL JUSTICE

9.1 PURPOSE AND INTENT

Environmental Justice as a concept includes the fair treatment and meaningful participation of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice policies and laws seek to ensure that all people, regardless of income, ethnicity, or race, have equal protection from environmental hazards where they live, work and play. Furthermore, all people should have the equal ability to participate in, and influence, the decision-making process regarding environmental regulations.

To address environmental justice, this Master Plan provides reference to several of the Sacramento County goals, policies and programs identified in the General Plan and includes a set of more community focused goals, and strategies outlining how the Plan Area aims to achieve environmental justice and elevate the community through planning and design. See Figure 9.1 related to Environmental Justice Communities, based on data from the Sacramento County Environmental Justice Element (2022) and the CalEnviroScreen Disadvantaged Communities Mapping Tool (2022).

The areas of focus and objectives outlined in this Master Plan chapter are intended to enhance the goals and objectives of the County's General Plan Environmental Justice (EJ) element. Where these Master Plan goals, objectives, and policies are silent, then refer to the County's General Plan. State Government Code 65302(h) requires a city or county to "identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities" within their jurisdiction. California State General Plan Law also requires the identification of objectives and policies that prioritize improvements and programs that address the needs of disadvantaged

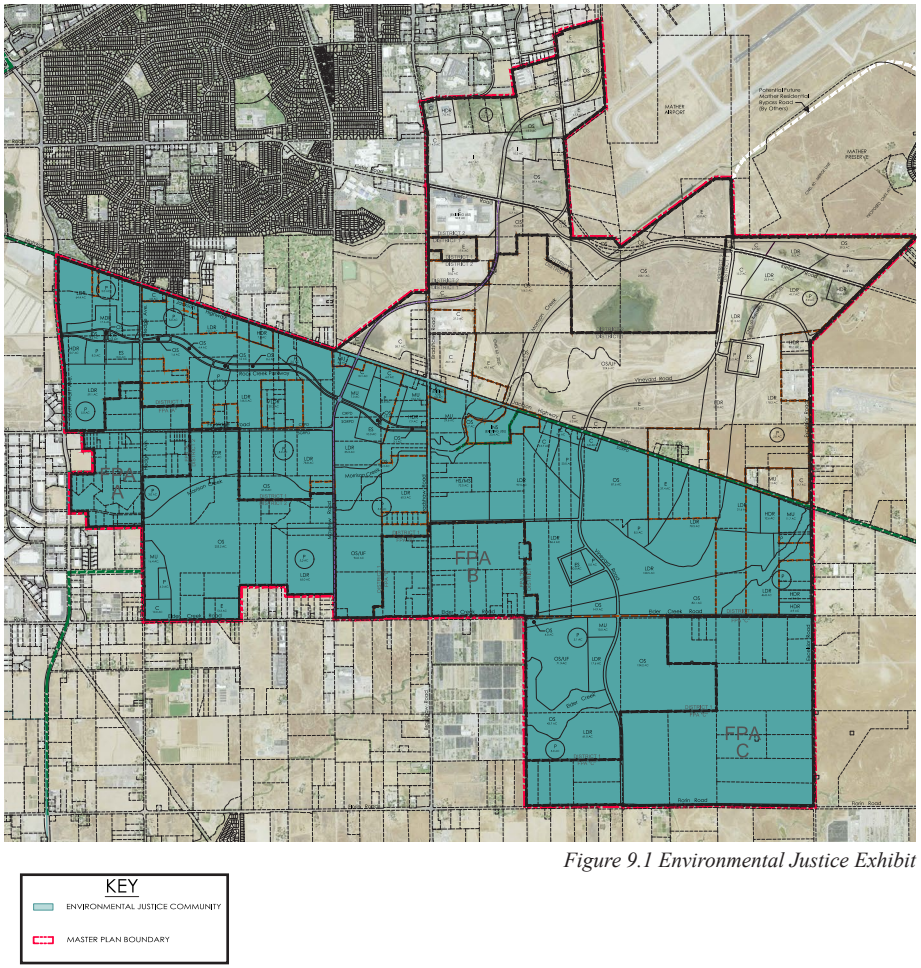


Figure 9.1 Environmental Justice Exhibit

communities. The County's EJ Element's geographic focus of analysis and policies are for Environmental Justice Communities (EJ Communities), which are areas considered disadvantaged compared to other parts of the unincorporated County based on the CalEnviroScreen tool and the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS).

The following chapter describes the Master Plan's approach to addressing environmental justice topics applicable to the North Vineyard Environmental Justice Community as identified by the General Plan. In addition, it addresses connections and services for existing adjacent communities such as the City of Sacramento, Rosemont, Independence at Mather, and Vineyard, which have suffered economically and socially due to the closure of the Mather Air Force Base in 1993 on the east, and the Army Depot in 1995 on the west. As part of this Master Plan effort, the following areas of focus align with the County's topic sections in their Environmental Justice Element:

- Healthy Food Access: Quality healthy foods accessible to the entire community. This section contains objectives focused on promoting access to fresh and healthy food.
- Physical Activity: Equitable and adequate access to parklands and recreational opportunities for residents to improve quality of life and public health through physical activity, while creating a desirable place to live, work and visit. This section contains objectives focused on improving access to community resources for parks and recreation facilities and the promotion of physical activities.





- Safe Sanitary Homes: Quality housing opportunities and protection from the risks of natural and man-made hazards including indoor environmental air quality concerns. This section contains objectives focused on promoting access to affordable, safe, and sanitary housing options.
- Quality Public Facilities: Accessible and centrally located parks, schools, and community centers with adequate community protections, services, and resources in place. This section contains objectives focused on promoting access to public facilities.
- Social Mobility: Economically and culturally diverse communities with complete and connected neighborhoods that help to support a high quality of life with fair and equitable access to all community resources. A focus of this Master Plan is to provide added benefit for the residents and surrounding community, by bringing new services such as commercial services, jobs, transit, trail connections, improved roadways, water systems, and new recreation facilities to the area. The topics covered in this section address education, recreation, transportation, and public services and aim to encourage community members to engage with each other and to build social and economic standing.
- Pollution Exposure Reduction: Mitigating health risks in disadvantaged communities due to pollution exposure and or air quality concerns. This section contains objectives focused on limiting proximity and exposure to common pollution sources for residents and workers and protecting areas within the community that may include sensitive receptors.

9.2 ENVIRONMENTAL JUSTICE OBJECTIVES

The Master Plan vision and guiding principles contained in Chapter 2 will be implemented by the following environmental justice objectives, organized by topic areas.

Healthy Food Access

Objective 9.1 Encourage unique and valuable urban farming opportunities, to define and enhance the community's distinct character and heritage.



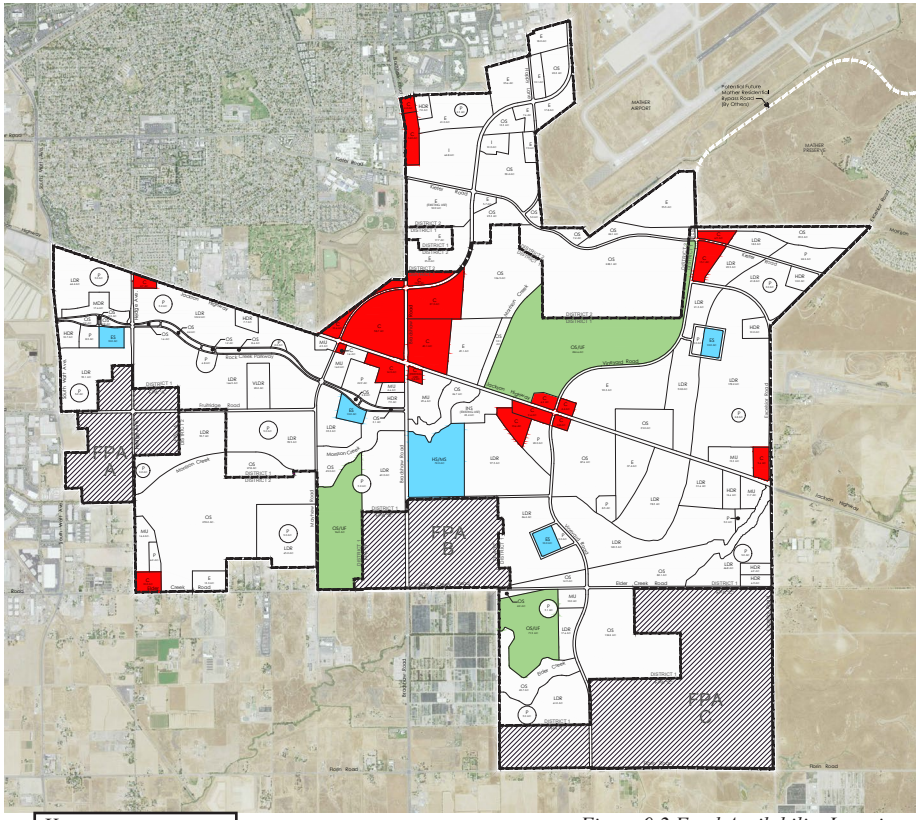


Figure 9.2 Food Availability Locations

The Master Plan supports the operation of urban farmers, farmer's markets, and promotes the sales of fresh, locally made, grown, and/or processed products, including beer, wine, cider, and other locally made products in the centralized commercial areas. See additional description within Chapter 2 (Vision and Goals) for wellness, creating community, and promoting sustainable practices related to urban farming and fresh, healthy, seasonal food items for residents. Urban farms are intended to provide fresh produce to Plan Area residents through a community service subscription program which will serve community members in environmental justice areas. For locations of urban farms please refer to Chapter 4 Land Use for information on all 393 acres of urban farms.

Objective 9.2 Provide convenient access to fresh and healthy foods for all segments of the community.

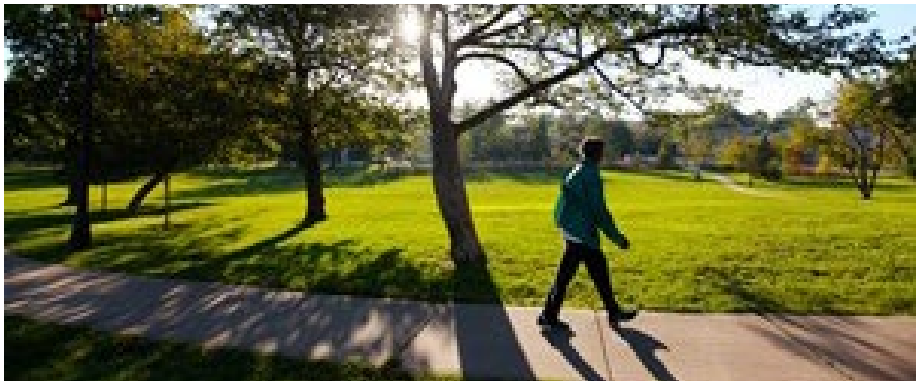
This includes strategically placed commercial centers designed for more effective distribution, connectivity, and food access which can prevent community food deserts from occurring by allowing easier access for residents and neighboring communities such as Rosemont. This can include promoting access to nutritional education and healthy foods, as well as by reviewing locations of healthy food sources and promoting equal access to healthy foods within the Master Plan area and to underserved communities. The Master Plan works to minimize food deserts through an extensive array of food access locations. This includes the provision of neighborhood commercial, and urban farms where food can be easily accessible to those in

environmental justice communities. See Figure 9.2 on Food Availability Locations. See additional description within Chapter 2 (Vision and Goals) for encouraging alternative modes of travel with an interconnected transportation system including trails for multi-modal uses to access community and neighborhood commercial, employment, urban farms, schools, and recreational areas.

Physical Activity

Objective 9.3 Support development that affords benefits to all segments of the community via integrated trail systems, connections, schools, parks, open spaces, farms, commercial centers and other public spaces.

The Master Plan includes the design for 27.1 miles of community serving trail systems to accommodate under-served areas and provide access to physical activities and outdoor spaces. Additional opportunities for connection to existing communities such as Rosemont, College Glen, and the Vineyard communities will be incorporated as well as connection to future communities such as the Jackson Township project. See additional description within Chapter 2 (Vision and Goals) for reinvigorating the Plan Area and encouraging connectivity within and adjacent to the Plan Area.



Objective 9.4 Promote and improve physical linkages within the community to open spaces, parks, athletic fields, and other distinct recreational resources where feasible by enhancing trail and roadway connections with affordable housing locations and providing signage and other wayfinding cues.

Objective 9.5 Encourage residential neighborhood character that incorporates design of units oriented to the primary street frontage with native tree canopies, attractive landscaping and designs that minimize the visual prominence of garages to enhance neighborhood character.

The Master Plan includes design for a robust tree canopy in the community to encourage more bicycling and pedestrian activity that results in better health and social outcomes for the area residents.

Objective 9.6 Ensure access to recreational and educational opportunities for economically disadvantaged and underrepresented families and individuals.







To address this objective, the Master Plan has emphasized the siting of parks near schools, and high density residential or mixed uses in close proximity to open space corridors with easy access. See additional description within Chapter 2 (Vision and Goals) for encouraging an accessible and interconnected transportation system of trails, transit, and uses.

Safe Sanitary Homes

Objective 9.7 Maintain complete, safe, and healthy homes that are connected to each neighborhood and commercial center.

See Chapter 4 (Land Use) for an overview of land use types and further emphasis on providing a mix of housing densities within the Plan Area.

Objective 9.8 Provide equitable and safe access to housing, with connection to parks and recreation facilities nearby, community services, public health services, schools, childcare facilities, and other neighborhood amenities.

See additional description within Chapter 2 (Vision and Goals) as well as Chapter 4 (Land Use) regarding how the Master Plan emphasizes the provision of housing type variety to help meet regional housing needs

Objective 9.9 Promote and improve the quality of residential properties by ensuring compliance with housing and property maintenance standards including the use and removal of hazardous materials.

Quality Public Facilities

Objective 9.10 Provide a centrally located and integrated system of parks, trails, open space, and commercial recreation facilities within a safe and comfortable walking distance from all neighborhoods and schools with adequate street lighting for safety.

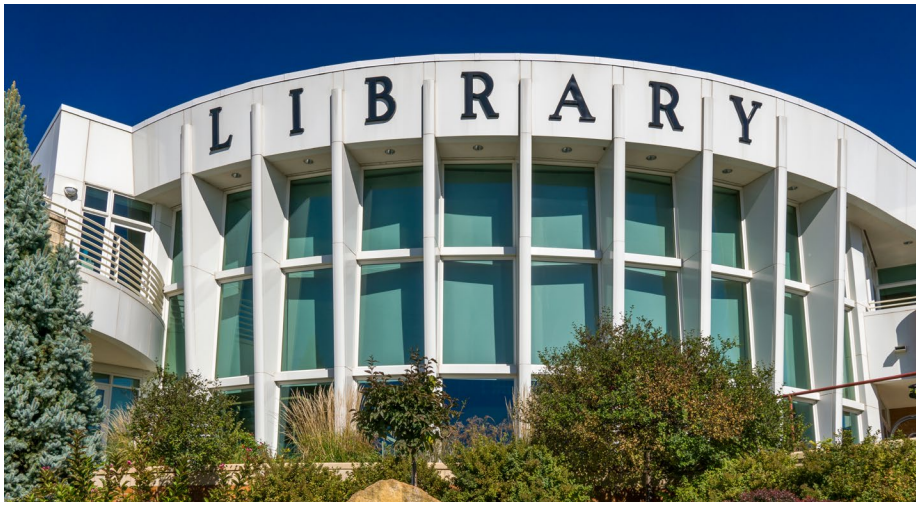
To address this objective, the Master Plan focuses park and open space near schools, and areas of higher density residential or mixed uses with easy access for residents.

Objective 9.11 Maintain public facilities for fire protection services and adequate access for fire prevention, maintenance of fire breaks from open fields, drought tolerant landscaping to reduce fire fuel potential, disaster preparedness, and firefighting or emergency medical service capabilities.

Objective 9.12 Facilitate access to quality educational opportunities, community centers, libraries, and other public facilities throughout the Plan Area.

To address this objective, the Master Plan designed the placement of roadways, trails and transit connections to allow for direct access to these public facilities.





Social Mobility

Objective 9.13 Promote equitable access to community resources and affordable housing while minimizing displacement. The Master Plan provides opportunity for housing options and access to community amenities for a broad range of income categories.

See additional description within Chapter 2 (Vision and Goals) as well as Chapter 4 (Land Use) regarding how the Master Plan emphasizes a mix of housing types and densities in proximity to community amenities, employment centers and commercial uses.

Objective 9.14 Ensure that the uses, facilities, and services that are needed for a high quality of life within the community are distributed equitably throughout the Plan Area to support a mix of uses and meet the needs of residents of all ages, physical abilities, cultural backgrounds, and incomes. This includes supporting the vitality of area schools and encouraging community leaders to be engaged.

Objective 9.15 Permit rental and ownership housing opportunities for all income levels, ages, family types, and sizes.

Pollution Exposure Reduction

Objective 9.16 Future development to promote exposure-avoidance behaviors in close proximity to susceptible populations (within 500 feet) with enhanced guidance such as avoiding using gas-powered equipment in the summertime at schools, child-care, or elder care settings.

Objective 9.17 Proactively work with appropriate State, County, and regional agencies as well as private partners to seek funding sources and implement programs to reduce water and energy use, reduce pollutant emissions and reduce the creation of greenhouse gases.



9.3 POLICIES RELATED TO ENVIRONMENTAL JUSTICE

The following section lists the applicable polices of Chapter 9 relating to Environmental Justice.

Environmental Justice

Policy 9.1 Future development shall provide access to food availability locations (such as urban farms, school, or commercial areas) consistent with Figure 9.2 of this Master Plan.

Policy 9.2 Future development shall provide access to multi-modal transit opportunities and access to a healthy mix of businesses, childcare, senior services, and housing. This is to encourage development that reduces VMT, decreases distances between jobs and housing, reduces traffic impacts, and improves housing affordability.

Policy 9.3 Future development shall achieve improvements in overall public health by encouraging a healthier living environment that includes walkable neighborhoods, access to recreation and open space, healthy foods and public transit.

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CHAPTER 10: CLIMATE CHANGE ADAPTATION & RESILIENCY

10.1 PURPOSE & INTENT

When planning future development, consideration of climate change and the resulting disruptions and additional stressors to the built environment is essential. While current climate change models do not anticipate the introduction of new natural disasters to the Plan Area, climate change may exacerbate the severity and frequency of existing climate patterns and natural hazards. Planning for adaptation to these hazards is vital for community resiliency.

While there are several existing County disaster and emergency preparedness policies and programs in place to address various natural hazards, this Master Plan aims to further address these hazards and serve as a guiding document for integrating adaptation strategies and resiliency approaches in the development design. This Master Plan largely focuses on lessening the impacts of climate change on communities within the Plan Area by encouraging design that is adaptable and resilient to the increasing frequency and severity of natural hazard events. Additionally, this Master Plan includes measures for reducing the Plan Area's contribution to climate change, including reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.



The overall goals for this Master Plan are to guide development towards greenhouse gas reduction to meet net-zero targets and to provide adaptation and resiliency for the community. In order to achieve these goals, the Master Plan focuses on the following objectives to reduce GHG emissions and to provide adaptation and resiliency for the community.

10.2 CLIMATE CHANGE ADAPTATION & RESILIENCY OBJECTIVES

The following section lists the applicable objectives of Chapter 10 relating to Climate Change Adaptation & Resiliency. Objectives have been listed by more specific subheadings delineating the topic areas addressed in the chapter.

Greenhouse Gas Reduction

The Master Plan vision and guiding principles contained in Chapter 2 will be implemented by the following greenhouse gas reduction objectives and align with the County General Plan objectives found in the Air Quality Element and Conservation Element and the Climate Action Plan (CAP) adopted by the County Board of Supervisors, November 2024.

Objective 10.1 Develop a Master Plan community that achieves net zero greenhouse gas emissions.

Objective 10.2 Reduce VMT through the design of the Master Plan. Reduction in VMT is anticipated due to the reuse of industrial lands and the promotion of infill development and land uses that align with County transportation policies geared towards VMT reductions. See County General Plan policies AQ-5 through AQ-11.

Objective 10.3 Encourage the use of energy efficient design techniques such as cool-roof technologies, and passive solar home design to meet and exceed California Building Code standards for building energy efficiency.

Objective 10.4 Implement County measures to increase energy efficiency and electrification of residential development to remove use of appliances, HVAC, and/or water heating equipment that utilize natural gas, and require the use of electrically powered equivalents, unless the GHG emissions from the gas appliance is mitigated to zero.

Objective 10.5 Encourage the design of major links, the Plan Area should be designed to provide major links to transit through the provision of an interconnected street system, with development in the Plan Area supporting efforts to subsidize fair share transit facility costs that will serve the Plan Area. Refer to Figure 5.13 Transit Plan in Chapter 5 (Mobility) regarding the proposed transit system.





Objective 10.6 Support efforts to provide infrastructure improvements for electric vehicle charging stations throughout the Plan Area to align with the County's Electric Vehicle Infrastructure program, to increase the electric vehicle network capacity.

Objective 10.7 Open space should have an increased emphasis towards local urban farming practices to help sequester carbon dioxide from the atmosphere by focusing on habitat preservation, increasing tree canopy coverage, and connecting open space with urban farming opportunities to reduce GHG emissions.

Objective 10.8 To reduce VMT and minimize GHG emission, development within the Plan Area will be required to participate in Transporation Safety Management programs to manage associated travel demand.

Climate Change Adaptation & Resiliency

In general, there are two sets of strategies to cope with climate change: mitigation and adaptation. Mitigation strategies attempt to stop future warming by lowering the level of greenhouse gases in the atmosphere or capturing emitted greenhouse gases prior to release into the atmosphere. Adaptation strategies adjust the physical environment and/or implement regulatory requirements to reduce the vulnerability of social and biological systems to the potential impacts of climate change and to increase the resilience of a system to change.

As part of this Master Plan effort, the following topics have been considered in alignment with the County's Climate Action Plan and address both mitigation and adaptation:

- Extreme Temperatures
- Fire Risks
- Water Use/Conservation
- Flood Risks



Extreme Temperatures - Increased duration and intensity of global temperatures. This category contains objectives for how the Master Plan can address extreme heat and consider the number of projected extreme heat days and how heat waves can negatively impact human health and contribute to the urban heat island effect.

Objective 10.9 Expand and maintain the number of trees on public and private property to improve public health, reduce pollution, and reduce heat island effects.

This includes design of landscaping and parking lots to include numerous shade trees to reduce heat island effects from expansive asphalt surfaces and to screen pedestrians from extreme temperatures. It is especially helpful to invest in tree planting and maintenance, especially in low canopy areas and neighborhoods with under-served or under-represented communities. The intent of the Master Plan is for future development to utilize the County Design Guidelines that encourage these objectives. Specifically, the planting and maintenance of landscaping and trees.

Objective 10.10 Account for climate change impacts when designing projects to improve access to cooling centers during heat events, particularly for the most vulnerable populations.

Objective 10.11 The Master Plan should protect and enhance reliability of energy infrastructure by investing in solar and encouraging sustainable back-up power sources to provide redundancy and continued services for critical facilities during periods of high demand during extreme heat events.



Fire Risks - Effective protection for residents, visitors, property, and natural resources from injury and loss of life from fire hazards. This category contains objectives focused on limiting risks of fire hazards to community resources and providing structured safety guidance.

Objective 10.12 Improve emergency preparedness and response by identifying critical fire protection services and emergency response services and designing for evacuation routes. Address any critical facility fire needs and plan for emergency response services or any necessary evacuation routes.

Water Use/Conservation - Sustainable water supply with adequate infrastructure, effective maintenance, and efficient water delivery systems for all residents and visitors to enjoy quality drinking water. This category contains objectives focused on providing adequate water supply to the Plan Area and ways in which water resources can be conserved.

Objective 10.13 Improve water supply infrastructure and work with property owners and the County to use scarce water resources more efficiently in accordance with the County Code by encouraging water efficiency in buildings, designing with native landscaping, and promoting additional tree canopy.

Objective 10.14 Encourage water efficient design for the built environment, such as the use of permeable surfaces, and support monitoring efforts for groundwater recharge to protect the quality and quantity of groundwater in the area.

Objective 10.15 Encourage the use of green infrastructure that promotes efficient water use and reduced water demand by requiring water-conserving design and equipment in new construction and encouraging the retrofitting of existing development with water-conserving devices.



Flood Risks - Reduction measures that limit damage to property, injury, loss of life, and prevent economic and social displacement resulting from flood hazards. This category contains objectives focused on limiting flood risks within the Plan Area.

Objective 10.16 Account for climate change impacts when designing projects and infrastructure.

Objective 10.17 Improve emergency preparedness and response by identifying critical hazard zones for flooding and designing for evacuation routes.

Objective 10.18 Reinforce resilient design practices and encourage green infrastructure that provide adaptation benefits or expand flood defenses.

The Master Plan addresses the topic of storm drainage and flood control facilities and has conducted extensive analysis of the existing levee systems. This analysis addresses the possibility for an increase in stormwater due to future climate changes with resilient infrastructure able to adapt to future stormfronts.



10.3 POLICIES RELATED TO CLIMATE CHANGE ADAPTATION & RESILIENCY

The following section lists the applicable polices of Chapter 10 relating to Climate Change.

Adaptation & Resiliency

Policy 10.1 Any codes, covenants and restrictions (CC&R's) shall permit the installation of facilities to collect, store or utilize solar energy on buildings.

Policy 10.2 Shopping centers, office complexes, parks 5 acres or greater and public places will have preferentially located parking spaces and able to accommodate charging stations for electric vehicles.

Policy 10.3 All buildings and landscaping shall be designed to conserve water in compliance with the water agency requirements, which may include the use of advanced plumbing fixtures, high efficiency irrigation systems, low water use plant palette, water use monitoring systems and rain water harvesting systems.

Policy 10.4 Within open space areas, support urban farms and the preservation of grasslands and planting of native trees, where feasible, to provide habitat and foraging for wildlife, as well as for carbon sequestration, shade for residents, and open space users. Plant native plants and trees where feasible and remove non-native trees that are potential fire hazards and high voc-emitting species, such as eucalyptus.

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CHAPTER 11: ADMINISTRATION

11.1 AUTHORITY

This Master Plan has been prepared consistent with the provisions of the County's Specific Plan Ordinance (Title 21, Chapter 21.14 of the Sacramento County Code) and the County's Master Plan Procedures and Preparation Guide (2012).

The Master Plan includes a program of policies necessary to ensure that planning occurs in a logical and comprehensive manner. This chapter summarizes the administrative procedures necessary to implement the policies outlined in the Master Plan. These procedures are intended to ensure that implementation will progress in a comprehensive and coordinated manner that is responsive to changing circumstances and market conditions.

11.2 PLANNING, ENVIRONMENTAL REVIEW/ MITIGATION MONITORING

11.2.1 Entitlement Process

Build-out of the Plan Area is anticipated to occur in phases. It is anticipated that the initial phases of development will occur within Districts 1 & 2, as defined in Chapter 4 (Land Use Plan) which have been established by this Master Plan and contain specific land uses to accompany development applications. See Figure 11.1 for Land Use Plan. Development according to existing zoning is permitted. Upon adoption of the Master Plan, applications for development of properties within Districts 1 & 2 can be submitted to County Planning. Development applications will be processed pursuant to the procedures set forth by County Planning and the Sacramento County Zoning Code for the applicable entitlement request and will be subject to the CEQA Guidelines.

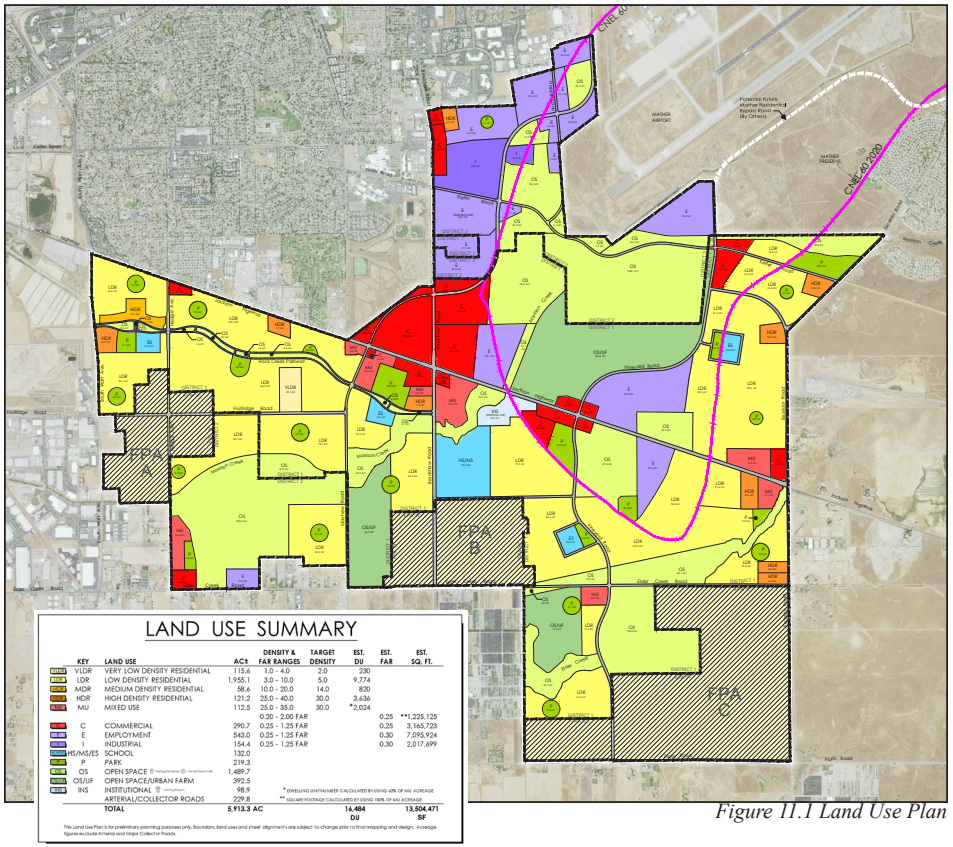


Figure 11.1 Land Use Plan

Development applications for properties within Districts 1 & 2 shall include:

- A request to rezone to a zone compatible with the General Plan land use designation (as provided in the General Plan Zoning Consistency Matrix) effectuated by the West Jackson Highway Master Plan.
- Other entitlement requests as proposed such as tentative maps or conditional use permits.
- A narrative or other materials demonstrating consistency with the policies of the West Jackson Highway Master Plan.
- Any other information deemed necessary by the Sacramento County Planning and Environmental Review Division.

Applications for land divisions shall comply with General Plan Policy LU-9 requiring that residential buildout of planned communities shall occur at a minimum of planned densities.

11.2.2 Environmental Review

County Planning staff will review all individual project applications to ensure compliance with CEQA requirements. The Environmental Impact Report (EIR) for the West Jackson Highway Master Plan serves as the base or master environmental document for subsequent planning entitlements. Development applications will be reviewed on a project-by-project basis to determine the applicability of the Master Plan EIR and/or the need for subsequent project-specific CEQA review. Subsequent Specific Plans, requests for rezones (which could include a SPA), and project applications will be reviewed by County Planning for consistency.

Environmental review of subsequent projects will include use of the Master Plan EIR and tier, where possible, off of environmental documents per Section 15152 of the CEQA Guidelines.

If consistency is determined and a project meets the criteria for streamlining environmental review established in Sections 15175-15179.5, 15182 or 15183 of the CEQA guidelines, a separate EIR or negative declaration would not be required.

In some cases, subsequent Specific Plans, rezones, and other project applications may require additional environmental information beyond what was provided for in the master EIR. Upon review of this additional information, a determination will be made as to whether or not the more detailed information provides evidence that the proposed project would have additional environmental impacts beyond the scope of the EIR for the Master Plan. If it is determined that there would be potentially new or additional significant environmental impacts, a subsequent EIR or negative declaration will be required. Such an EIR for the proposed project(s) could utilize and supplement the master EIR with additional analysis.

11.2.3 Mitigation Monitoring

CEQA requires all State and local agencies to establish and monitor programs for projects approved by a public agency whenever approval involves adoption of either a mitigated negative declaration or specified findings related to environmental impact reports. For Sacramento County, the appropriate department for establishing and maintaining this program is Planning and Environmental Review. Mitigation Monitoring and Reporting Programs (MMRP) will be prepared as needed for development projects within the Plan Area (Sacramento County Code 20.02).

11.3 FUTURE PLANNING AREAS

11.3.1 Uses Allowed Prior To Comprehensive Planning Effort for FPA

Individual property owners within FPAs may continue existing established uses, establish new uses allowed by right within the existing zoning, and establish new uses allowed with a Minor Use Permit, Conditional Use Permit, or Temporary Use Permit within the existing zoning pursuant to the Sacramento County Zoning Code. Rezone proposals to a zone compatible with the underlying General Plan land use designation as provided in the General Plan Zoning Consistency Matrix are allowed, subject to approval by the Board of Supervisors. Applications for land divisions shall comply with the underlying Zoning and General Plan land use designation. Procedures, findings, development standards, and design guidelines for such requests shall be those applicable pursuant to the Sacramento County Zoning Code and Countywide Design Guidelines.

11.3.2 Comprehensive Planning of Future Planning Areas

While land use designations are not assigned to the FPAs, land use allocations have been identified for each FPA (see Chapter 4 for FPA land use allocations). Additionally, a "West Jackson Highway Master Plan" General Plan land use overlay applies to properties within the FPAs. In order to support development of the FPAs consistent with the land use allocations, property owners and/or applicants shall prepare a subsequent comprehensive planning document, such as a Master Plan or Specific Plan to support any rezoning or land divisions greater than those allowed by the existing zoning.

Comprehensive planning efforts for these areas shall include the following:

A. A General Plan Amendment to establish land use designations consistent with proposed FPA land use plan.

B. Comprehensive Plan for development of all properties within the subject FPA consistent with the West Jackson Highway Master Plan.

C. Land use plan consistent with the FPA land use allocations identified in Section 4.3.

D. Infrastructure, facility, and financing plan for all urban services and facilities.

E. A document with analysis demonstrating how the proposal complies with the requirements of General Plan Policy LU-120.

G. Any other information deemed necessary by the Sacramento County Planning and Environmental Review Division.

Any subsequent comprehensive planning effort not consistent with the West Jackson Highway Master Plan and/or the FPA land use allocations shall require an amendment to the Master Plan. Master Plan amendments and subsequent comprehensive planning efforts for the FPAs must undergo the public hearing process and be adopted by the County Board of Supervisors. After adoption of a subsequent comprehensive plan, properties within the subject FPA may propose development consistent with the adopted plan including rezones, land divisions, and development proposals. Compliance with any adopted comprehensive plan will be reviewed through individual development applications.

11.4 REVISIONS AND AMENDMENTS

Development of the Master Plan Area is anticipated to occur over several decades and property owners will face dynamic and evolving market conditions. Therefore, it is anticipated that there will be a need to amend the Master Plan to respond to changing circumstances.

In order to provide flexibility in responding to changing conditions, the Master Plan allows for administrative approval of Minor Amendments to the Master Plan. The Planning Director or designee shall determine whether a proposed revision constitutes a request for a Minor or Major Amendment as defined below.

A. Minor Amendments.

A minor amendment to the Master Plan may be processed and acted on administratively if determined by the Planning Director to be in substantial conformance with:

- The overall intent of the Master Plan as described in Chapter 1 of this document
- The vision of the Master Plan as described in Chapter 2 of the Master Plan
- The Sacramento County General Plan
- The Master Plan Environmental Impact Report

Minor amendments must be consistent with:

- The goals, policies, and requirements of the General Plan and Master Plan.
- Conditions of approved tentative maps, rezone agreements, or applicable permits.
- Financing districts or any other benefit assessment facilities financing requirements unless such documents are amended to correspond to proposed amendments.

Examples of minor amendments may include but are not limited to the following:

- Transfer of land use density between land uses or districts so long as the overall permitted number of units within the Master Plan is not exceeded and there are no new significant environmental impacts. (See Section 11.5)
- The addition of new or updated information that does not substantively change the Master Plan.
- Minor adjustments to land use boundaries, street, transit and trail alignments where the general land use pattern and trail connectivity are maintained.
- Adjustments to drainage and flood control facilities and locations that do not substantially alter the land use or circulation concepts of the Master Plan.
- Modifications to development standards and design guidelines, including but not limited to setbacks, FAR, permitted uses, landscaping, public spaces, lighting, fencing, etc., if it is determined that such changes are equal to or better than the original intent of the Master Plan.
- Changes to the provision of public infrastructure and utility facilities that do not negatively impact the level of service provided

- Minor modifications to any element of the Master Plan where the Planning Director determines the change is equal to or better the original intent of the Master Plan.
- Changes to the phasing boundaries and schedule that do not impact the provision of necessary infrastructure or adequate services.
- Any other modifications that are similar to the above items.

B. Major Amendments.

Major amendments to the Master Plan shall be defined as any amendment not deemed to be a Minor Amendment. Examples include:

- New Land Use Designation is proposed
- Substantial changes to the distribution of land uses which may affect the plan's key planning concepts
- Significant changes to the major street system that would substantially alter the plan's land use or circulation concepts
- Changes to residential capacity or density requirements that lead to a substantial increase (over 20%) in the overall number of units for the Plan Area
- Changes in the boundaries of the Plan Area
- Any proposed change which substantially increases environmental impacts identified in the Master Plan EIR, as determined by the Planning Director
- Subsequent approvals for Future Planning Areas A, B, or C

Any application for a Major Amendment shall be processed as a Master Plan amendment requiring review by the Planning Commission and action by the Board of Supervisors.

11.5 DENSITY TRANSFERS

To provide development flexibility, residential units may be transferred between districts in the Plan Area and between different legal owners, provided that the following criteria are met:

- The sending and receiving districts are within the West Jackson Highway Master Plan
- The transfer is not inconsistent with the Master Plan's compliance with General Plan Policy LU-120
- The density transfer does not increase or decrease the number of units allocated to any single receiving district (or combination of receiving districts) by more than 30 percent
- The resulting number of high-density units in the entire Plan Area is not below the required minimum for the Plan Area for each district within the Plan Area
- The transfer of units will not result in a significant increase in the nature or scope of environmental impacts identified in the certified EIR
- The transfer of units will not adversely affect planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts
- The transfer does not preclude the ability of the districts to conform to the applicable standards or regulations contained in the Master Plan and related Development Standards

Density transfers that fulfill the above criteria and are consistent with the intent of the Master Plan and EIR shall be processed administratively and will not require an amendment to the Master Plan

To request a density transfer, the owners of both the sending and receiving districts shall submit a complete application to the Sacramento County Planning Department containing information needed to determine compliance with the above unit-transfer criteria. This submittal shall include information identifying the affected districts and designating the number of units being transferred. The applicants shall also provide a revised "Land Use Summary Table" reflecting the adjusted unit counts and densities, as well as exhibits depicting the sending and receiving districts and any other information reasonably necessary to understand the proposed transfer and compliance with the criteria identified above. The revised "Land Use Summary Table" will allow Planning to track unit allocation.

If the Planning Director determines that the density transfer is not consistent with the above criteria, the density transfer shall be denied. This denial may be appealed to the Planning Commission. Alternatively, if a request for density transfer is determined not to comply with the above criteria, the applicants may request the density transfer to be processed as an Amendment to the Master Plan.

11.6 NON-PARTICIPATING PROPERTY OWNERS AND MASTER PLAN FEE

The County will impose a Master Plan fee based upon an adopted reimbursement agreement for the purpose of recovering the costs associated with the preparation and adoption of this Master Plan and accompanying documents, including CEQA review from non-participating property owners. The basis for the fee shall be all of the direct costs incurred by the applicant or participating property owners including consultant or County staff time to prepare and process the Master Plan, EIR, technical and engineering studies, environmental studies, legal counsel, County application fees, and other costs as approved by the Board of Supervisors. Upon approval of the costs required to prepare and process the Master Plan in order to gain entitlements for the Plan Area, the County shall enter into a reimbursement agreement with the sponsoring property owners through which the County will forward the Master Plan fee that is collected on subsequent applications or will grant credits.

The County of Sacramento directed the preparation of a Master Plan document and coordinated with the applicants to determine the boundaries of the Plan Area. The Plan Area contains multiple property owners each with their own unique desires and goals. At the time this Master plan was formulated, the participating property owners controlled approximately 69 percent of the Plan Area and agreed to cooperate based on a commonly held interest in developing their properties and elected to financially sponsor the preparation of this Master Plan and all of the required engineering and environmental studies needed to evaluate and approve the project, and to build their fair share of backbone infrastructure and roadway systems.

The remaining property owners within the Plan Area elected not to financially participate in this Master Plan effort; however, their parcels were designated for urban development and analyzed by engineering and environmental studies. The participating properties are shown on Figure 11.2 "Participating & Non-Participating Properties" with the participating properties shaded with color, and the non-participating properties simply showing the underlying aerial.

The remaining area within the Plan Area boundary shows the non-participating owners. When these property owners elect to develop in the future, they will be subject to the Master Plan Fee which will reimburse the participating owners that sponsored this Master Plan and paid for the cost of preparing and processing the necessary documents. The Master Plan Fee will be due upon the submittal of any application for a non-participating property. This "fair-share" fee will be calculated on a per acre basis for the property involved in the application based on the following formula:

Master Plan Fee = (Total Master Plan Cost ÷ Total Acres) x Parcel Acreage

Parcels owned or otherwise controlled by sponsoring property owners that financially participated in the preparation of the Master Plan will not be required to pay the Master Plan Fee.

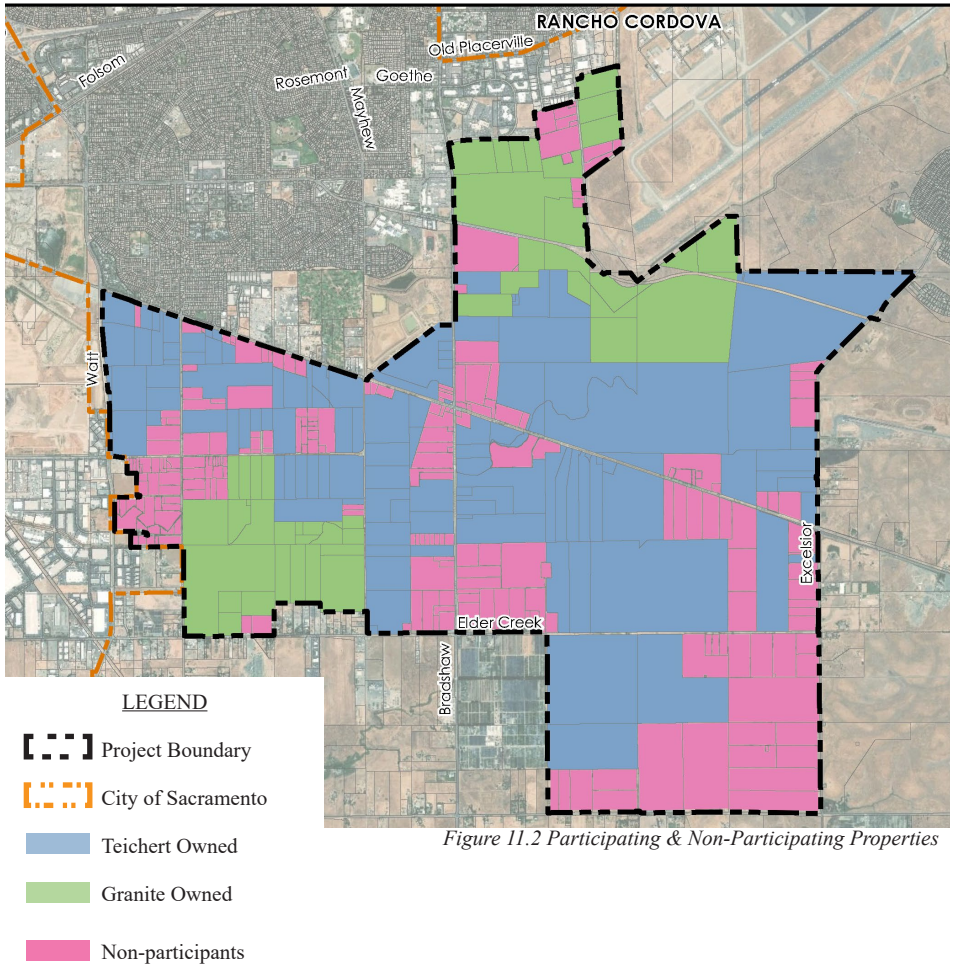


Figure 11.2 Participating & Non-Participating Properties

11.7 PUBLIC FACILITIES FINANCING PLAN (PFFP)

A Public Facilities Financing Plan (PFFP) was adopted as part of this Master Plan and provides a strategy for the financing of backbone infrastructure and other public facilities required to serve the proposed land uses in the Plan Area. The PFFP included:

- A summary of major backbone infrastructure and public facilities required and the associated costs.
- An allocation of costs to various land uses.
- Analysis of phasing requirements and existing funding sources.
- Recommendations for potential mechanisms to fund the unfunded major required public improvements.

11.8 URBAN SERVICES PLAN/COST NEUTRALITY

Policy LU-120 of the Sacramento County General Plan required the inclusion of an Urban Services Plan, which demonstrated that the Master Plan achieved the following:

- That the provision of services is cost neutral to the County's General Fund and existing ratepayers.
- That the operations and maintenance costs stemmed from the required public facilities and infrastructure for the development of the Master Plan are cost-neutral to the County's General Fund and existing ratepayers.
- That the existing levels of municipal services will not be negatively impacted by approval and build-out of the proposed Master Plan.

APPENDIX A: SUPPLEMENTAL DESIGN GUIDELINES

SACRAMENTO COUNTY COUNTYWIDE DESIGN GUIDELINES SUPPLEMENT

FOR THE WEST JACKSON HIGHWAY MASTER PLAN

JULY 2024

1. Introduction

The West Jackson Highway Master Plan elected to adopt the Sacramento County Countywide Design Guidelines (adopted by the Board of Supervisors on July 22, 2015 and most recently amended September 9, 2022) in-lieu of developing project-specific Master Plan design guidelines. Design guidelines adopted as part of Specific Plans and Master Plans generally supersede the Countywide Design Guidelines when they provide more robust direction. This Supplement to the Countywide Design Guidelines ("Supplement") has been prepared to make minor revisions to, enhance, and ensure the compatibility of the Countywide Design Guidelines to the West Jackson Highway Master Plan. This Supplement does not represent significant changes that affect or jeopardize the ability to meet the overall objectives of the Countywide Design Guidelines. This Supplement provides more robust direction for a well-designed, sustainable project that promotes high quality development in Sacramento County.

Note to Reviewer

For future developers within the West Jackson Highway Master Plan, this Supplement should be reviewed in the context of the overall Countywide Design Guidelines and not as a separate document. Revisions to the Countywide Design Guidelines are shown below as excerpts from the guidelines text. Added or modified text is underlined (<u>example</u>), while deleted text will have a strike (~~example~~) through the text, as the example below shows.

Example: "~~Text from Guidelines~~" <u>New Text for Guidelines</u>

Changes are listed by page and, where appropriate, by paragraph.

Unless specifically addressed in this Supplement, all other aspects of the Countywide Design Guidelines still apply.

2. Supplement Changes

- Page 2-5. General Design Standards and Guidelines, Second Bullet. Areas subject to historic mining activity may be backfilled to support development.
- Page 2-7. ~~Block lengths should be no more than 500 feet, especially for smaller lot developments (RD-5 and higher).~~ For blocks that exceed 500 feet in length, mid-block paseos or pedestrian paths connecting to walking paths, bicycle lanes, schools and parks should be provided to ensure the walkability within the community. Traffic calming measures such as speed humps, mini-roundabouts, chicanes, diverters, and raised medians, may be used to reduce the effects of longer block lengths.~~Larger lot subdivisions may have longer block lengths up to 750 feet.~~
- Page 2-7. Existing healthy mature trees should be preserved and incorporated into site design to add to the neighborhood character. Non-native trees may be replaced with California native trees, provided doing so is consistent with the County Tree Preservation and Protection ordinance. This change applies globally throughout these guidelines.
- Page 2-8. Where possible, residential streets should incorporate gently sloped swales or bio-retention areas that contain native vegetation to capture and treat stormwater. Green street practices and cool pavements shall be utilized whenever possible. Cool pavements can be created with existing paving technologies such as asphalt and concrete that incorporate lighter color choices or reflective coats and seals. Front yards, parkways, planter strips, and cul-de-sac islands are good candidates for these facilities.

- Page 2-9. Significant grade changes between lots should be gradually stepped or terraced in order to preserve natural topography to keep with community character. Common exceptions would include areas with preexisting mining slopes that have already been graded to stable finished slope angles. Grading at the property line shall be in conformance with the County Improvement Standards, with deviations from the maximum grading approved by the Planning Commission.
- Page 2-15. Building height, the placement of windows and entries, setbacks, and landscaping all contribute to the level of privacy between adjacent properties. New two-story buildings with windows directly facing an adjacent residential home and private yard may adversely affect the privacy of adjacent units and shall be avoided unless appropriately landscaped and maintained for privacy.
- Page 2-16. General Design Standards and Guidelines. The following table provides minimum floorplan and elevations for lot counts:

Number of Lots	Floor Plans (Minimum)	Architectural Styles (Minimum)	Color Schemes per Style (Minimum)
Less than 25	3	3	3
Less than 50	4	4	4
Greater than 50	5	4	4

- Page 2-23. Use high quality <u>smooth coat</u> stucco application and appearance. The use of two materials, with one employed as wainscoting, can often add to the interest of the home, and lend a durable appearance.
- Page 2-23. Add bullet. <u>Wood, cedar and HardiePlank® type (fiber-cement) siding are permitted for single-family and commercial applications.</u>
- Page 2-28. For subdivisions, planting strips located between the sidewalk and street should be at a minimum ~~six (6)~~ <u>eight (8)</u> feet wide to allow for a mature tree to grow. Planting strips less than ~~six (6)~~ <u>eight (8)</u> feet wide must be consistent with the improvement standards and still provide for the planting of smaller canopy trees.
- Page 2-29. Add bullet. <u>Where residential land uses will be located adjacent to industrial land uses, special considerations for buffers and screening are warranted. These considerations may include one or more of the following: grading and elevations (such as landscaped berms), increased landscape buffers, increased setbacks, the use of roadways and/or parking areas as buffers, and the siting of facilities and future parcels (such as lot orientation). The specific consideration(s) identified for a given development should be reflected on either a tentative map or a site plan prepared for design review</u>.
- Page 2-32. New Bullet. <u>Irrigation valves and controllers should be located out of public view or concealed with screening, including landscaping.</u>
- Page 2-36. Alternative driveway and paving treatments (such as Ribbon or Hollywood driveways) are common in older neighborhoods and can provide guidance for new homes in existing neighborhoods for those projects subject to design review, per Section 2. <u>If utilized, these types of driveways must include maintenance considerations for landscape strips, which may include but not be limited to weed barrier…</u>

- Page 2-38. Chain link fencing is ~~highly discouraged~~ prohibited for use as a front yard feature.
- Page 3-16. Add 4th design standard. Parking shall be provided on-site for both residents and guests, without reliance on adjacent roadways and public streets.
- Page 3-22. Add 3rd design standard. Provide a minimum of one recreational play structure for children, with adequate shade, unless a multifamily project is identified as an "adults only" or "senior" project.
- Page 4-42. Bullet deleted, as business hours are not a matter of design: ~~Business hours should generally be confined to between 6:00 a.m. and 11:00 p.m., and may be further reduced depending on proximity to nearby residential uses.~~
- Page 5-5. Paseos should be utilized in office, business parks, and institutional projects to provide common outdoor spaces and allow for pedestrian access through the development, and connection to adjacent developments.
- Page 5-8. For office, business parks, and institutional projects the design of entries should be inviting and employ architectural elements such as canopies, recessed lobbies, contrasting materials and colors, landscaping, and expressive building massing.
- Page 5-14. New bullet. Industrial projects should focus on an attractive exterior landscape and site entry features, as other specific elements of this guideline section may not be appropriate for a variety of industrial projects (e.g. ready-mix concrete or asphalt concrete plants).
- Page 5-16. For office, business parks, and institutional projects, wherever possible utilities shall be undergrounded.
- Page 7-8. Medium and high-density residential developments should be integrated into the community in a transit-supportive fashion such as locating apartments next to shopping centers that are served by transit lines, or near existing or planned business and employment centers.
- Page E-2. Business District. A commercial district or large-scale commercial development. Business District does not include industrial developments.

GRD 1

EXHIBIT "D"

WEST JACKSON HIGHWAY MASTER PLAN CONDITIONS OF APPROVAL

Conditions of Approval
Control Number PLNP2008-00240
West Jackson Highway Master Plan

PROJECT FINDINGS

CEQA

1. In accordance with the California Environmental Quality Act and Guidelines, an Environmental Impact Report was prepared to analyze the potential impacts of the proposed project. The Environmental Impact Report determined the project, as proposed, could have a significant impact on the environment. A Statement of Overriding Considerations was prepared. Therefore, the Environmental Impact Report attached to this staff report is adequate under the CEQA.
2. The Board of Supervisors reviewed, analyzed, and considered the Environmental Impact Report prior to its adoption of the project and finds the Environmental Impact Report reflects the independent judgment of the County of Sacramento and was prepared in accordance with the CEQA.

General Plan

3. The request is consistent with the objectives and policies of the General Plan;
4. The request is consistent with the goals and objectives of the Sacramento County-adopted South Sacramento Habitat Conservation Plan;
5. Approval of the proposal will not adversely affect the fiscal resources of the County;
6. The project is consistent with the performance standards in this Plan and General Plan Policy LU-13;
7. The project is consistent with the growth management criteria of the General Plan. The project is consistent with LU-119. The project is consistent with LU-120 (PC-1 through PC-10) and Alternative Two (VMT/ Green House Gas Emissions Reduction Metric).
8. The project meets the intent of the County's General Plan which places a strong emphasis on achieving compact and mixed-use developments, differing housing types, and a balance of employment and neighborhood services in new growth areas. Planning principles relating to mixed use and compact developments, as described in General Plan Policies LU-21, LU-22 and LU-23, have been incorporated.
9. The project is consistent with General Plan policies LU-27, LU-37, LU-39, CI-3, CI-4, CI-32 and AQ-1. Circulation-related planning principles described in the General Plan, including pleasant walking environments, streetscape

features, and direct and multiple linkages for walking and biking have been incorporated.

10. The project is consistent with General Plan Policies CI-26, CI-27 and CI-30 which require the expansion of transit and the identification of capital costs in the Public Facilities Financing Plan and Urban Services Plan. Transit service will be provided throughout the project by the Sacramento Regional Transit District.

11. The project is consistent with General Plan Policies LU-13, LU-66 and LU-110 which address a variety of infrastructure related issues, including requirements for general coordination among service providers, provision of adequate facilities, and securing funds to finance new infrastructure improvements. The project includes a Public Facilities Financing Plan that specifies the extent, timing, and estimated cost of necessary infrastructure and other public facilities needed to serve the project. The Public Facilities Financing Plan was reviewed and approved by applicable service entities.

12. While the land use plan is inconsistent with the Mather Airport Land Use Compatibility Plan, the project is consistent with General Plan Policy NO-3 and the Mather Airport Land Use Compatibility Plan (ALUCP). Residential uses within the 60 CNEL noise contour are consistent with the exceptions set forth in Table 4. The project includes noise attenuation measures to reduce interior noise exposure within new residential units to a maximum of 45 decibels and a Noise Monitoring Plan which was reviewed and approved by the Department of Airports. The Board of Supervisors has reviewed and considered the proposed residential uses within the 60 CNEL contour and finds the proposed uses comply with the requirements of Table 4 Footnote 7. The project includes conditions requiring development within the Mather Airport Safety Zones to comply with the land use compatibility requirements of the Mather ALUCP. With the application of conditions and mitigation measures related to noise attenuation, the West Jackson Highway Master Plan is consistent with the purposes of the Airport Land Use Commission Law (Public Utilities Code 21670) in that measures will be adopted that minimize the public's exposure to excessive noise and safety hazards related to the airport.

13. The project is consistent with General Plan Policies SA-5, SA-9, SA-16, SA-17, and SA-22 as conditioned, which require sufficient drainage and flood control within the 100-year floodplain and the 200-year floodplain for areas subject to the Urban Level of Flood Protection. The project includes a Drainage Master Plan and a Master Drainage and Flood Control Study that establish drainage and flood control mechanisms and were reviewed and approved by the Department of Water Resources. With the application of conditions and mitigation measures related to flood control and the required Urban Level of Flood Protection, the project is also consistent with the Floodplain

Management Ordinance and will achieve the necessary protection against the recognized flood hazards.

14. The project is consistent with the Sacramento County Climate Action Plan, including GHG measure 17, as conditioned. With implementation of the mitigation measures the project will be carbon neutral.

15. Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.

CONDITION/MITIGATION MEASURE AND RESPONSIBLE AGENCY

The following conditions apply to the West Jackson Highway Master Plan project. The conditions are formatted with the Responsible Agency as headings. The timing or implementation of the condition is at the beginning of the condition in ALL CAPITAL LETTERS. The conditions apply to all project entitlements unless otherwise stated.

Sacramento County Planning and Environmental Review (PER)

1. This action does not relieve the applicant or subsequent developers of the obligation to comply with all current or subsequent ordinances, statutes, regulations, and procedures.

2. To the extent that the applicant has not yet met the affordable housing requirements, subsequent development within the project shall be subject to any future amendment to the County's Affordable Housing Ordinance.

3. To the extent that Developer has property that has not yet received approval of a small lot Tentative Subdivision Map and is not subject to a Development Agreement with terms addressing this matter, Developer may be subject to any future amendments to the County's Housing Element that are adopted specifically to meet changes in State law requirements or to meet the County's Regional Housing Needs Allocation obligations. This may include up-zoning of parcels designated as high density residential.

4. Comply with the Mitigation Monitoring and Reporting Program (MMRP) for this project as follows: It shall be the responsibility of the project applicant/owner to comply with the MMRP for this project and to reimburse the County (Division of Planning and Environmental Review) for all expenses incurred in the implementation of the MMRP, including any necessary enforcement actions.

5. PRIOR TO APPROVAL OF DESIGN REVIEW FOR PROJECTS LOCATED WITHIN MATHER AIRPORT SAFETY ZONES: Applicants shall demonstrate that proposed development is consistent with the Mather Airport Land Use Compatibility Plan (ALUCP). Development within Safety Zone 2 shall not exceed a height of one story and a Floor Area Ratio (FAR) of 2.0. Development within Safety Zone 3 shall not exceed a height of three stories and an FAR of 0.34. Development within Safety Zone 4 shall not exceed a height of three

stories and an FAR of 0.52 for Commercial and Employment uses or a density of 0.5 dwelling units per acre for residential uses.

Mitigation Measures

6. Mitigation Measure AE-2: Lighting Standards

   The WJHMP shall be amended to require all lighting applications subject to the 2022 Building Efficiency Standards Section 140.7 during buildout, and as amended thereafter, to use fixtures approved by the International Dark Sky Association.

7. Mitigation Measure AR-1: Preservation of Farmland

   Prior to Sacramento County's approval of onsite grading permits or improvement plans within the portion of the Plan Area where Prime or Local Importance Farmland is impacted, whichever occurs first, the developers of the master plan shall demonstrate that adequate land has been set aside through participation in the South Sacramento Habitat Conservation Plan to offset the loss of Important Farmland within the portion of the Plan Area proposed for development. Acreage of land preserved shall, at a minimum, result in a 1:1 preservation ratio for the portion of the Plan Area under consideration. Farmland preservation can also be achieved through developing urban farms meeting the requirements identified in Sacramento County 2030 General Plan Policy AG-6.

8. Mitigation Measure AR-2: Provide Right-To-Farm Notification

   Prior to the settlement of the real estate transactions, properties sellers and/or agents shall provide a notice to the prospective buyers of properties within 500 feet of existing pasture, cropland, orchards or nurseries. The notice shall appear in the Title Report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the County Right-To-Farm Ordinance.

9. Mitigation Measure AIR-1A: SMAQMD'S Basic Construction Emission Control Practices

   For all future land use development applications processed within the plan area, future project applicants, its designee, or subsequent developer(s), shall require its construction contractors to implement SMAQMD's Basic Construction Emission Control Practices in place at the time of construction, which currently include the following:

   - water all exposed surfaces two times daily (exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads);

- cover or maintain at least 2 feet or free board space on haul trucks transporting soil, sand, or other loose material on the site and cover any haul trucks traveling along freeways or major roadways;
- use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day (note: use of dry power sweeping is prohibited);
- limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- complete construction of all roadways, driveways, sidewalks, parking lots as soon as possible;
- building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- provide clear signage the entrances to construction sites that posts the requirement to minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]; and
- maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

These measures shall be included in project improvement plans as a condition of approval.

10. Mitigation Measure AIR-1B: SMAQMD'S Enhanced Exhaust Control Practices for NOX and Exhaust PM

    For all future land use development applications processed within the plan area, future project applicants, their designee, or subsequent developer(s), shall implement SMAQMD's Enhanced Exhaust Control Practices for NOX and exhaust PM emissions. Before the issuance of grading and/or building permits, future project applicants, or its designee, shall submit to the County and SMAQMD an initial report of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used 8 hours or more during any portion of the construction project before any grading activities. The initial report shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. Future project applicants shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The information shall be submitted at least four business days before the use of subject heavy-duty off-road equipment. The report shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

- Before any grading activities, future project applicants, or its designee, shall provide a plan for approval by the County and SMAQMD demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average of 10 percent NOX reduction (depending on available technology and engine Tier) compared to the most recent CARB fleet average. This plan shall be submitted in conjunction with the equipment inventory. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. If achievement of the aforementioned reductions over the statewide average are deemed infeasible by the County, SMAQMD, or construction contractor, the future project applicants shall ensure the construction fleet meets the lowest fleetwide emissions average possible, through the use of all available on-site emissions reduction measures (e.g., highest tier engines, emission control devices, cleaner burning fuel).
- The future project applicants, or its designee, shall submit a final report at the end of the job, phase, or calendar year, as pre-arranged with SMAQMD staff and documented in the approval letter, to demonstrate continued project compliance. If modeled construction-generated emissions of NOX are not reduced to a level below SMAQMD's thresholds of significance by the application of the aforementioned mitigation measures, then the project developer must pay a mitigation fee into SMAQMD's off-site mitigation program.
- Once initial construction activities are finalized by the developer and all on-site mitigation has been exhausted, and before the issuance of grading and/or building permits, quantification of construction-related emissions shall be verified at the project level. As each project-level construction phase is finalized throughout the duration of the project buildout, the mitigation fee shall be calculated based on current information, available construction equipment, and proposed construction activities. As construction activities occur over the buildout period, the developer shall work with SMAQMD to continually update mitigation fees based on actual on-the-ground emissions. The final mitigation fees shall be based on the contractor equipment report provided by the developer to SMAQMD and shall reconcile any fee discrepancies due to schedule adjustments and increased or decreased equipment inventories. Equipment inventories and NOX emission estimates for subsequent construction phases shall be coordinated with SMAQMD, and the off-site mitigation fee measure shall be assessed to any construction phase that would result in an exceedance of SMAQMD's mass emission threshold for NOX.

11. Mitigation Measure AIR-2: Air Quality Management Plan Reduction Measures

The project shall include the following quantifiable reduction measures included in the AQMP prepared for the project (Appendix B of the EIR), which would reduce the project's operational criteria air pollutants and ozone precursors by, at a minimum, 35 percent in comparison to the "unmitigated" project, as conditions of approval.

Electric Vehicle Charing Infrastructure

Prior to the issuance of a certificate of occupancy for any project structure with parking, the future project applicants shall demonstrate compliance with the most recently adopted version of the California Green Building Standards (CALGreen Code) Tier 2 voluntary electric vehicle (EV) charging requirements or the mandatory requirements of the most recently adopted version of the County of Sacramento building code, whichever is more stringent. The installation of all EV charging equipment shall be included on the project drawings submitted for the construction-related permit(s) demonstrating the future development is meeting the Tier 2 voluntary EV requirements of the most recent version of the CalGreen code as verified by the County.

Operational Truck Emissions Reductions

- The project applicants shall incorporate the following measures into the project contracts (as applicable) to reduce ROG, NOX, PM10, and PM2.5 emissions associated with operational on-road trucks, along with the potential health risk caused by exposure to toxic air contaminants from operational on-road trucks. These features shall be submitted to the County for review and approval prior to the issuance of building permits and shall be included on the project drawings submitted for the construction-related permit or on other documentation submitted to Planning and Environmental Review. ROG, NOX, PM10, and PM2.5 emissions from project-related operational diesel trucks shall be reduced by implementing the following measures:
- Equip all truck delivery bays with electrical hook-ups for diesel trucks at loading docks to accommodate plug-in electric truck transport refrigeration units (TRUs) or auxiliary power units during project operations.
- Provide a notice on the lease to all new tenants or owners of the project or any portion thereof requiring any truck-intensive uses on the site, such as large grocery stores or distribution facilities with their own fleet of trucks, to use TRUs and auxiliary power units that are electric plug-in capable and trucks that use advanced exhaust technology (e.g., hybrid) or alternative fuels. Trucks equipped with diesel TRUs shall meet US EPA's Tier 4 emissions standards. This shall be enforced through oversight by the County and shall be included as part of contractual lease agreement

language to ensure the tenants/lessees are informed of all ongoing operational responsibilities.

- Prohibit TRUs from operating at loading docks for more than thirty minutes, and post signs at each loading dock presenting this TRU limit.
- All newly constructed loading docks that are on a commercial or industrial property and can accommodate trucks with TRUs shall be equipped with electric vehicle (EV) charging equipment for heavy-duty trucks. This measure does not apply to temporary street parking for loading or unloading.
- Prohibit trucks from idling for more than two minutes, and post "no idling" signs at the site entry point, at all loading locations, and throughout the project site.

Best Available Emissions Controls For Stationary Emergency Generators

- To reduce ROG, NOX, PM10, and PM2.5 emissions associated with operation of any emergency generators that would be installed in the plan area, the future project applicants shall implement the following measures. These features shall be submitted to County Planning and Environmental Review for review and approval, and shall be included on the project drawings submitted for the construction-related permit(s) or on other documentation submitted to the lead agency prior to the issuance of any building permits:
- Permanent stationary emergency generators installed on-site shall have engines that meet or exceed CARB Tier 4 Off-Road Compression Ignition Engine Standards (California Code of Regulations Title 13, Section 2423). If the CARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest ROG, NOX, PM10, and PM2.5 emissions shall apply.
- As non-diesel-fueled emergency generator technology becomes commercially available, as permitted by SMAQMD, non-diesel-fueled generators shall be installed in new buildings, provided that alternative fuels used in generators, such as biodiesel, renewable diesel, natural gas, or other biofuels or other non-diesel emergency power systems, are demonstrated to reduce ROG, NOX, PM10, and PM2.5 emissions compared to diesel fuel.
- For each new diesel backup generator permit submitted to air district for the proposed project, the future project applicants shall submit the anticipated location and engine specifications to the lead agency for review and approval prior to issuance of a permit for the generator. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment, and any future replacement of the diesel backup generators must be consistent with these emissions

specifications. The operator of the facility at which the generator is located shall maintain records of the testing schedule and emergency operations for each diesel backup generator for the life of that diesel backup generator and shall provide this information for review to the County within three months of requesting such information.

- A non-diesel-fueled emergency generator shall ordinarily be considered commercially available if the generator is capable of serving the intended purpose, is approved by the local fire department, and is available for commercial purchase and installation within California. The County shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. In order for the County to make a determination that such generators are commercially unavailable, the operator must submit documentation from a minimum of three (3) non-diesel-fueled emergency generator dealers demonstrating the inability to obtain the required non-diesel-fueled emergency generators needed within 6 months.

12. Mitigation Measure AIR-5A: CARB Land Use Siting Standards

    The design guidelines and development standards of the master plan shall include consideration of CARB's Air Quality and Land Use Handbook: A Community Health Perspective recommendations in land use siting. These include the following.

    - Prohibit siting new sensitive land uses within 500 feet of urban roads carrying 100,000 vehicles per day.
    - Prohibit siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline-dispensing facilities.
    - Prohibit siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.
    - Obtain facility-specific information from SMAQMD where there are questions about siting a sensitive land use close to an industrial facility, including the amount of pollutant emitted and its toxicity, distance to nearby receptors, and types of emissions controls in place.

13. Mitigation Measure AIR-5B: Project-Level Construction and Operational Health Risk Assessment

    Future project applicants shall prepare construction and operational health risk assessments (HRAs) specific to each proposed development in the plan area.

For projects that do not introduce a new stationary source of TACs (i.e., residential development), an operational HRA need not be prepared. The HRAs shall be prepared by a qualified air quality analyst and submitted to the County of Sacramento for review and approval prior to project approval as a component of an initial entitlement application package. The HRAs shall be prepared based on the latest methodology recommended by the Office of Environmental Health Hazard Assessment (OEHHA) and the Sacramento Metropolitan Air Quality Management District (SMAQMD). The HRAs shall evaluate the development's potential health risk impacts pursuant to SMAQMD CEQA guidelines and thresholds. Specifically, each HRAs must evaluate the development's incremental increase in cancer risk, acute hazard index, chronic hazard index, and annual average concentrations of particulate matter in size fractions of 2.5 microns or less in diameter (PM2.5) associated with the development's TAC emissions at all sensitive receptor locations within 1,000 feet of the development's boundaries. Impacts shall be identified by comparing health risks to the SMAQMD's current CEQA health risk thresholds (the current thresholds as of April 2024 are an incremental increase in cancer risk greater than 10 in one million or a hazard index greater than 1). The HRAs must also identify all feasible mitigation measures to reduce the development's potentially significant impacts to less-than-significant levels. Any mitigation measures reported in the HRAs shall be implemented by the applicants and enforced by the County of Sacramento.

14. Mitigation Measure AIR-5C: Clean Off-Road Construction Equipment

In order to reduce the impact of PM10 off-road equipment exhaust emissions during construction, the applicant shall ensure that all construction contracts stipulate the following as a component of the project's construction plans:

Engine Requirements:

- All portable engines, such as generators, shall be electric. If grid electricity is not available, propane or natural gas generators shall be used as commercially available during each construction phase and activity.
- Electric engines shall be used for all equipment that is commercially available as plug-in or battery-electric equipment, to the maximum extent feasible during each construction phase and activity. Portable equipment shall be powered by grid electricity if available. Electric equipment shall include, but is not limited to, concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, and cement and mortar mixers, pressure washers, and pumps. To qualify for an exception, future project applicants shall provide the County with evidence supporting its conclusion that electric equipment is not commercially available and shall use the next cleanest piece of off-road equipment in terms of diesel PM and PM2.5.

- Engines that cannot be electrically powered must meet or exceed either EPA or CARB Tier 4 Final or cleaner engines. Exceptions to the requirement for engines that meet Tier 4 Final emission standards shall include only select pieces of specialty equipment, such as those specified below, for which such engines may not be commercially available at the start of a construction phase requiring that equipment. Exceptions may be granted for certain pieces of equipment; examples include bore/drill rigs required for grading/shoring/excavation and for mobile cranes required for building construction. To qualify for an exception, future project applicants shall provide the County with evidence supporting its conclusion that equipment meeting Tier 4 Final standards is not commercially available and shall use the next cleanest piece of off-road equipment in terms of diesel PM and PM2.5.
- Engines shall be fueled with alternative fuels, including natural gas, propane, hydrogen fuel cell, and electricity, as commercially available and to the maximum extent feasible during each construction phase and activity.
- Any other best technology available in the future may be included in the construction emissions minimization plan as substitutions for the above items a–d, provided that the project sponsor submits documentation to the lead agency demonstrating that (1) the technology would result in comparable ROG, NOX, PM10, and PM2.5 emissions reductions and (2) it would not increase other pollutant emissions or exacerbate other impacts, such as noise. This may include new alternative fuels or engine technology for off-road equipment (such as electric or hydrogen fuel cell equipment) that is not available as of 2024.
- Idling time for off-road equipment shall be limited to 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for offroad equipment. Documentation shall be provided to equipment operators in multiple languages (e.g., English, Spanish, Chinese) to remind operators of the 2-minute idling limit.
- Construction operators shall be required to properly maintain and tune equipment in accordance with manufacturer specifications.

For the purpose of this mitigation measure, "not commercially available" is defined as either: (1) not being used for other large-scale projects in Sacramento County occurring at the same time; (2) cannot be obtained without significant delays to critical-path timing of construction; or (3) not available within the larger northern California region. The County shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. For the County to make a determination that such equipment is commercially unavailable, the operator must submit documentation from a minimum of

three (3) electric offroad equipment dealers demonstrating the inability to obtain the required electric equipment needed within 6 months.

15. Mitigation Measure AIR-5D: Clean On-Road Construction Trucks

Heavy-duty on-road construction trucks shall comply with the following, which would reduce PM_{10} and $PM_{2.5}$ emissions:

Engine Requirements:

- All on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the plan area (such as haul trucks, water trucks, dump trucks, concrete trucks, and vendor trucks) shall be model year 2020 or newer.
- Use alternative fuels as commercially available, such as natural gas, propane, hydrogen fuel cell, and electric vehicles or other fuels where the future project applicants can provide evidence which suggests that PM10 and PM2.5 emissions would be reduced compared to conventional diesel fuel.
- Any other best technology available in the future (i.e., not available as of 2023) may be used in lieu of or in addition to the above items, provided that the project sponsor submits documentation to the County demonstrating that (1) the technology would result in comparable PM10 and PM2.5 emissions reductions and (2) that such measures would not increase other pollutant emissions or result in other impacts, such as noise. This may include new alternative fuels for on-road trucks.
- An alternative-fueled and ZEV truck shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, https://californiahvip.org/ or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, https://globaldrivetozero.org/. The County shall be responsible for the final determination of commercial availability, based on all the facts and circumstances at the time the determination is made. In order for the County to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three ZEV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required ZEVs or equipment needed within 6 months.
- Require the idling time for on-road vehicles be limited to 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for on-road vehicles. Documentation shall be provided to truck drivers in multiple languages (e.g., English, Spanish, Chinese) to remind operators of the 2-minute idling limit.

16. Mitigation Measure AC-2A: Noise Mitigation Within the Mather Airport 60 CNEL Noise Contours

    All residential development proposed within the Mather Airport 60 CNEL noise contours shall include sufficient noise mitigation to satisfy the requirements of Sacramento County General Plan Policies NO-2, NO-3, and NO-4, including the footnotes to General Plan Noise Element Table 4.

17. Mitigation Measure AC-2B: Acoustical Testing Plan for Residences Within the 60-65 DB CNEL Mather Airport Noise Contours

    Implement the Acoustical Testing Plan for Mather Airport for residences proposed within the 60-65 dB CNEL Mather Airport noise contours (HMMH 2022). This testing plan shall be followed to ensure satisfaction of the County General Plan policies pertaining to Mather Airport noise exposure within new residential developments. The following measures, which shall be implemented for homes constructed between the 60 and 65 dB CNEL contours (Bollard Acoustical Consultants 2022):

    1. The master permit plan set for each floorplan type to be built between the 60 and 65 dB CNEL contours shall include the following:

        a. All exterior door and window assemblies of each residence shall provide a minimum sound transmission class rating of 32 and a minimum outdoor-indoor transmission class (OITC) rating of 28, respectively.

        b. The exterior structural façade elements shall satisfy an OITC rating of at least 28. For example, exterior walls should achieve OITC 28 via an insulated 2x4 construction with gypsum board on the interior and siding over sheathing on the exterior.

        c. All structural façade elements should be properly installed to prevent any noise leakage. Construction plans shall include notes stating that exterior doors shall compress the seals when fully closed and locked with a deadbolt.

        d. Residential structures shall include positive flow ventilation systems designed to provide adequate fresh air circulation to allow all of the exterior windows and doors to remain closed to achieve the noise level reduction from aircraft operations.

    2. The master permit plan set for each floorplan type to be built between the 60 and 65 dB CNEL contours, shall be reviewed by an acoustical consultant to ensure the designs will provide a minimum OITC rating of 25 for the exterior facades of habitable spaces of the residence. The findings of this review shall be provided to the County of Sacramento as a condition to issuance of building permits for homes conforming to a master permit set for a floorplan type.

    3. In order to verify that homes are constructed in substantial conformance to a particular master permit plan set for a floorplan type and satisfy the design

goal of achieving 25 dB noise level reduction (NLR), post-construction acoustical testing shall be conducted in conformance with the methodology prescribed in the Acoustical Testing Plan for Mather Airport (HMMH 2022).

4. Appropriate solar power capacity shall be provided to ensure compliance with Title 24 to account for the need to keep windows closed for acoustic isolation.

18. Mitigation Measure BR-1A: Site Specific Biological Reports

Prior to an entitlement application being deemed complete, future projects within the WJHMP area shall prepare a site specific biological resources assessment in accordance with the Sacramento County Guidelines for SSHCP Biological Resources Reports. The report shall contain information that documents existing landcover habitats as defined in the SSHCP and an assessment of species occurrences and potential habitat for SSHCP covered species. If potentially state or federal jurisdictional waters occur onsite, then an aquatic resources delineation shall also be prepared.

19. Mitigation Measure BR-1B: South Sacramento Habitat Conservation Plan Participation

Future project applicants shall participate in the South Sacramento Habitat Conservation Plan (SSHCP). Prior to the approval of grading permits, civil improvement plans, or building permits (whichever occurs first),

- project applicants shall prepare project plans in accordance with the SSHCP, and follow all avoidance and minimization measures (AMMs) outlined in the SSHCP. To compensate for the permanent loss of terrestrial and aquatic SSHCP landcover types, project applicants shall complete payment of all SSHCP landcover mitigation fees pursuant to the current fee schedule, or land dedications to compensate for losses of terrestrial and aquatic landcovers AMMs currently provided in the SSHCP are included in Appendix F.

Species specific AMMs include compliance with the following, as applicable and identified in project level biological surveys per Mitigation Measure BR-1a.

- Ahart's dwarf rush,
- Boggs lake hedge-hyssop,
- legenere,
- dwarf downingia,
- pin cushion navarretia,
- Sacramento orcutt grass,
- saline clover,
- Sanford's arrowhead,
- slender orcutt grass,
- Crotch bumble bee,
- midvalley fairy shrimp,
- vernal pool tadpole shrimp,
- vernal pool fairy shrimp,
- Ricksecker's scavenger beetle,

- valley elderberry longhorn beetle,
- western spadefoot,
- giant garter snake,
- western pond turtle,
- Cooper's hawk,
- tricolored blackbird,
- western burrowing owl,
- golden eagle,
- ferruginous hawk,
- Swainson's hawk,
- northern harrier,
- white-tailed kite,
- loggerhead shrike,
- western red bat, and
- American badger.

20. Mitigation Measure BR-2: Conduct American Badger Surveys and Avoid Active Dens

    Before construction activities within suitable habitat for American badger, a qualified biologist shall conduct surveys to identify any American badger burrows/dens. These surveys shall be conducted not more than 15 days before the start of construction. If occupied burrows are not found, further mitigation will not be required. If occupied burrows are found, CDFW shall be notified and impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction-related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week to track the status of the den and to determine when a den area has been cleared for construction.

21. Mitigation Measure BR-3: Common Bird (Including Raptors) Nesting Surveys and Active Nest Avoidance

    Tree removal and tree trimming activities shall be confined between September 1 and the end of February. If tree removal or tree trimming occurs between November 15 and the end of February, a pre-activity survey for nesting great-horned owl shall take place as they tend to start nesting in mid-November in our region.

    To minimize potential loss or disturbance of raptors and active common bird nests, project activities, including removal of ground vegetation, shall occur during the non-breeding season. If all suitable nesting habitat is removed during the non-breeding season, no further mitigation is required.

    If it is not feasible to remove vegetation prior to the breeding season (March 1-August 31), the project proponent will retain a qualified biologist to conduct pre-activity surveys for nesting birds on and within 500 feet of disturbance activities. The surveys will be conducted no more than 7 days before ground disturbance activities commence (including vegetation removal).

    If active bird nests are found, the qualified biologist shall establish buffers around nests that are sufficient to ensure that breeding is not likely to be

disrupted or adversely affected by construction. Buffers around active common bird nests will be a minimum of 50 feet. Buffers around raptor nests, besides Swainson's hawk, will be a minimum of 500 feet, unless the qualified biologist determines that smaller buffers would be sufficient or greater buffers are needed to avoid impacts to nesting birds.

Factors to be considered for determining buffer size will include: the presence of natural buffers provided by vegetation or topography; nest height; locations of foraging territory; and baseline levels of noise and human activity. Buffers will be maintained until young have fledged or the nests become inactive.

22. Mitigation Measure BR-6A: Habitat Assessment for Crotch's Bumble Bee Habitat

    For areas that have potential to provide foraging, nesting, or overwintering habitat for Crotch's bumble bees (i.e., most areas that do not solely contain developed land covers, including gardens and some other urban landscaping in otherwise developed areas):

    - A qualified biologist shall assess the WJHMP area through a desktop analysis and site visit to determine whether the WJHMP area contains foraging, nesting, or overwintering habitat for Crotch's bumble bee. If the site visit does not occur during the blooming season for most flowering plants, historic aerial imagery will be referenced and a conservative approach will be used to determine whether potential foraging habitat for the species is present.
    - If habitat suitable for Crotch's bumble bee is determined not to be present on the WJHMP area, then further mitigation would not be required.
    - If habitat suitable for Crotch's bumble bee is determined to be present on the WJHMP area, then Mitigation Measure BR-6b and Mitigation Measure BR-6c shall be implemented.

23. Mitigation Measure BR-6B: Limited Operating Period During the Crotch's Bumble Bee Colony Active Period

    For WJHMP areas that contain foraging habitat only, or foraging habitat and nesting habitat for Crotch's bumble bee (i.e., no overwintering habitat), initial ground-disturbing work (e.g., grading, vegetation removal, staging) shall take place between August 15 and March 15, if feasible, to avoid impacts on nesting Crotch's bumble bees.

    If this limited operating period is determined to be infeasible, Mitigation Measure BR-6c shall be implemented.

24. Mitigation Measure BR-6C: Focused Surveys and Avoidance Measures for Crotch's Bumble Bee

WJHMP areas that contain overwintering habitat likely also contain foraging and nesting habitat. Therefore, Crotch's bumble bees may be present in these WJHMP areas year-round, there is no limited operating period that would completely avoid impacts on Crotch's bumble bee.

If the limited operating period for WJHMP areas that contain foraging habitat only or foraging habitat and nesting habitat (i.e., no overwintering habitat) is determined to be infeasible, or for WJHMP areas that contain overwintering habitat, the following shall be implemented:

- Future project applicants shall retain a qualified biologist familiar with bumble bees of California and experienced using survey methods for bumble bees. The qualified biologist shall conduct a habitat assessment and focused survey for Crotch's bumble bee before the start of any ground-disturbing activities. Surveys shall be performed when Crotch's bumble bee is most likely to be identified, typically from April through August when floral resources and ideal weather conditions are present, and shall follow the methods in Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023) or any subsequent protocol approved by CDFW.
- Future project applicants shall submit a survey report to CDFW within 1 month of survey completion and shall notify CDFW within 24 hours if Crotch's bumble bees are detected.
- If Crotch's bumble bees are detected during the focused survey, appropriate avoidance measures shall be implemented. Avoidance measures may include, but not be limited to, the following:
    - Protective buffers shall be implemented around active nesting colonies or overwintering queens until these sites are no longer active. A qualified biologist, in consultation with CDFW, shall determine the appropriate buffer size to protect nesting colonies or overwintering queens.
    - If impacts on Crotch's bumble bee cannot be avoided, future project applicants shall obtain an incidental take permit (ITP) from CDFW and shall implement all avoidance measures included in the ITP and will provide compensatory mitigation for loss of Crotch's bumble bee habitat as specified in the terms of the ITP. While Crotch's bumble bee is not covered by the SSHCP; participation in the SSHCP would result in preservation of grassland habitat to offset the loss of Swainson's hawk foraging habitat, which could simultaneously offset the loss of habitat for Crotch's bumble bee.

25. Mitigation Measure BR-8A: Arborist Report and Native Tree Protection

i. Project proponents of subsequent development projects within the WJHMP area shall submit an arborist report for the project impact areas when appropriate habitat exists. The report shall include the species, diameter at breast height (dbh), dripline, and health of the trees present, and shall be prepared by an ISA certified arborist. The report shall include an exhibit that shows the trees and their driplines in proximity to the project improvements. The report shall identify any tree proposed for removal and shall quantify any encroachment from project equipment or facilities within driplines of native trees.

ii. The removal of native trees shall be compensated for by planting in-kind native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. On-site preservation of native trees that are less than 6 inches dbh may also be used to meet this compensation requirement.

Replacement tree planting plan approval shall be completed prior to approval of grading or improvement plans, and planting shall occur prior to occupancy permit, whichever comes first.

Equivalent compensation based on the following ratio is required:

- one preserved native tree < 6 inches dbh on-site = 1 inch dbh,
- one D-pot seedling (40 cubic inches or larger) = 1 inch dbh,
- one 15-gallon tree = 1 inch dbh,
- one 24-inch box tree = 2 inches dbh, and
- one 36-inch box tree = 3 inches dbh,

Prior to the approval of Improvement Plans or Building Permits, whichever occurs first, a Replacement Tree Planting Plan shall be prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Tree Planting Plan(s) shall include the following minimum elements:

1. species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved;
2. method of irrigation;
3. if planting in soils with a hardpan/duripan or claypan layer, include the Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage;
4. planting, irrigation, and maintenance schedules;
5. identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 3-year

establishment period, and to replace any of the replacement trees which do not survive during that period; and

6. designation of 20-foot root zone radius and landscaping to occur within the radius of trees < 6 inches dbh to be preserved on-site.

No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements, under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians.

Native trees <6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding (in the case of oak trees), utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth by an ISA Certified Arborist subject to Environmental Coordinator approval.

If tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of $325.00 per dbh inch removed but not otherwise compensated, or at the prevailing rate at the time payment into the fund is made.

26. Mitigation Measure BR-8B: Native Tree Construction Protection

a) With the exception of the native trees removed and compensated for through Mitigation Measure BR-8a, all healthy native trees that are 6 inches dbh or larger on the WJHMP area, all portions of adjacent off-site healthy native trees that are 6 inches dbh or larger and have driplines that extend onto the WJHMP area, and all off-site healthy native trees that are 6 inches dbh or larger and could be damaged by utility installation and/or improvements associated with this project, shall be preserved and protected as follows:

1. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs shall not be cut back to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area to sustain the tree. Removing limbs which make up the dripline does not change the protected area.

2. Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction to avoid damage to the trees and their root systems.

3. No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees.

4. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of the native trees.

5. Any soil disturbance (scraping, grading, trenching, and excavation) is to be avoided within the driplines of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines.

6. All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. Trenching within protected tree driplines is not permitted. If utility or irrigation lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of an ISA Certified Arborist.

7. If temporary haul or access roads must pass within the driplines of oak trees, a roadbed of six inches of mulch or gravel shall be created to protect the root zone. The roadbed shall be installed from outside of the dripline and while the soil is in a dry condition, if possible. The roadbed material shall be replenished as necessary to maintain a 6-inch depth.

8. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of oak trees.

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

10. Tree pruning that may be required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker and in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) “Tree Pruning Guidelines”.

11. Landscaping beneath the oak trees may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, and non-compacted decomposed granite. Landscape materials shall be kept 2 feet away from the base of the trunk. The

only plant species which shall be planted within the driplines of the oak trees are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.

12. Any fence/wall that will encroach into the dripline protection area of any protected tree shall be constructed using grade beam wall panels and posts or piers set no closer than 10 feet on center. Posts or piers shall be spaced in such a manner as to maximize the separation between the tree trunks and the posts or piers in order to reduce impacts to the trees.

13. For a project constructing during the months of June, July, August, and September, deep water trees by using a soaker hose (or a garden hose set to a trickle) that slowly applies water to the soil until water has penetrated at least 1 foot in depth. Sprinklers may be used to water deeply by watering until water begins to run off, then waiting at least an hour or two to resume watering (provided that the sprinkler is not wetting the tree's trunk). Deep water every 2 weeks and suspend watering 2 weeks between rain events of 1 inch or more.

27. Mitigation Measure CC-1A: Construction GHG Emissions Reduction

County approval of any grading or improvement plans shall include the following SMAQMD Construction GHG Emissions Reduction Measures:

- Improve fuel efficiency from construction equipment:
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (5-minute limit is required by the state airborne toxics control measure [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
- Train equipment operators in proper use of equipment.
- Perform on-site material hauling with trucks equipped with on-road engines.
- Use alternative fuels for generators at construction sites such as propane or solar, or
- Use electrical power, as feasible for each construction site and development project.

- Use a CARB-approved low carbon fuel for construction equipment, such as renewable diesel, if commercially available and feasible for use, in construction equipment for each construction site and development project (NOx emissions from the use of low carbon fuel must be reviewed and any increases in NOx through the use of low carbon fuel must be mitigated.)
- Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.
- Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75 percent by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products utilized should be certified through a sustainable forestry program.
- Minimize the amount of concrete for paved surfaces or utilize a low carbon concrete option.
- Produce concrete on-site if determined to be less emissive than transporting ready mix and if feasible for each construction site and development project.
- Use SmartWay certified trucks for deliveries and equipment transport.
- Develop a plan to efficiently use water for adequate dust control.

28. Mitigation Measure CC-1B: Refrigerant Emissions

    Prior to the issuance of building permits, the future project applicants shall demonstrate to the County that low-global warming potential refrigerants in heat pumps shall be installed in residential and nonresidential buildings, such as for HVAC systems, water heaters, and refrigeration.

29. Mitigation Measure CC-1C: Greenhouse Gas Reduction Plan

    All residential projects shall be developed consistent with the measures provided in Chapter 3 of the WJHMP Air Quality and Greenhouse Gas Technical Report (Appendix B of the EIR). Prior to the approval of entitlements, improvement plans, or grading permits, each future nonresidential or mixed-use development project implemented under the plan area buildout shall prepare a GHG Reduction Plan meeting the requirements stipulated in Appendix B of this Draft EIR. Future nonresidential development must demonstrate that additional measures contribute its "fair share" toward

reducing project-wide GHG emissions 18,234 $MTCO_2e$ per year or 1.02 $MTCO_2e$ per year per 1,000 square feet of non-residential development. Considering the total development area, a hypothetical 100,000 square foot nonresidential project would represent 0.56 percent of the total nonresidential development area and would be required to show a GHG emissions reduction or savings of 102 $MTCO_2e$ per year, which would represent 0.56 percent of the 18,234 $MTCO_2e$ per year reduction required for the nonresidential development in the plan area.

A combination of the following mechanisms may be used to demonstrate compliance with the project's reduction targets:

- *Compliance with the Sacramento County Communitywide Climate Action Plan (CAP).* If Sacramento County has adopted a Revised CAP that aligns with the long-term targets of AB 1279, compliance with provisions of the CAP may be applied.
- *Reduce Vehicle Miles Traveled*. Reduce VMT traveled by project residents and employes through the implementation of reasonable design measures such as:
    - improve or increase access to transit;
    - increase access to common goods and services, such as groceries, schools, and daycare;
    - incorporate affordable housing into the project;
    - orient the project toward transit, bicycle and pedestrian facilities;
    - improve pedestrian or bicycle networks, or transit service;
    - provide traffic calming;
    - provide bicycle parking;
    - limit or eliminate parking supply;
    - unbundle parking costs;
    - provide parking cash-out programs;
    - implement roadway pricing;
    - implement or provide access to a commute reduction program;
    - provide car-sharing, bike sharing, and ride-sharing programs;
    - provide transit passes;
    - shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
    - provide telework options;

- provide incentives or subsidies that increase the use of modes other than single-occupancy vehicle;
- provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
- provide employee transportation coordinators at employment sites; and
- provide a guaranteed ride home service to users of non-auto modes.

- *Promote Electric and Alternative-Fuel Vehicles*. Promote the use of alternative fuel and electric vehicles through implementation of reasonable and feasible design measures, such as:
  - develop and implement electric vehicle charging infrastructure plan;
  - install electric vehicle charging stations at residential and commercial buildings; and
  - install electric vehicle charging and natural gas fueling stations at public facilities, such as at parking lots and retail centers.
- *Minimize Energy Demand*. Construct and operate an environmentally sound project that minimizes electricity demand through implementation of reasonable and feasible design measures, such as:
  - exceed 2022 Title 24 Energy Efficiency requirements;
  - electrify loading docks to reduce emission from engine idling of transport refrigeration units;
  - install all-electric appliances, including water heaters and heating, ventilation, and air conditioning (HVAC) systems;
  - implement indoor water use efficiency;
  - use energy efficient street lighting fixtures;
  - include of electric vehicle parking infrastructure;
  - institute a composting and recycling program in excess of local standards; and
  - implement an Urban Forestry Management Plan to reduce the urban heat island effect.
- *On-Site Renewable Energy Use*. During the design phase, conduct analysis to optimize on-site renewable energy use to further reduce project GHG emissions, based on the site layout, environmental factors, and viable technology available as confirmed in a formal report submitted for County approval. Specific actions may include:

- On-site carbon-zero renewable energy capable of serving energy needs of any urban development in the plan area, including energy needed for streetlights, sewer pumps, drainage pumps, traffic signals, and water pumps.
- Residential photovoltaic systems designed to be scalable over time to accommodate varying energy demands.

- *Renewable Power Purchase Agreement*. Procure renewable energy from off-site sources within California via purchases from one or more of the following, depending on regulatory feasibility and availability: (a) Sacramento Municipal Utility District (SMUD); (b) a community choice aggregator such as the joint SMUD agreement with Valley Clean Energy and the East Bay Community Energy; or (c) other renewable energy provider.
- *Renewable Energy Certificates*. Procure and retire Renewable Energy Certificates (also known as RECs, green tags, Renewable Energy Credits, Renewable Electricity Certificates, or Tradable Renewable Certificates) for projects or activities located in California as confirmed in a formal report submitted for County approval.
- *Purchase Real, Quantifiable, Permanent, Verifiable, Enforceable, and Additional Carbon Offsets.* If, following the application of all feasible on-site GHG reduction measures listed above would continue to generate GHG emissions exceeding the nonresidential target of 102 $MTCO_2e$ per year per 1,000 square feet, the future project applicants shall offset the remaining GHG emissions by funding activities that directly reduce or sequester GHG emissions or by purchasing and retiring carbon credits as confirmed in a formal report submitted for County approval.

  To the degree that a project relies on GHG mitigation measures, Sacramento County, SMAQMD, and CARB recommend that project applicants prioritize on-site design features, such as those listed above and direct investments in GHG reductions within the vicinity of the plan area to provide potential air quality and economic co-benefits locally. While emissions of GHGs and their contribution to climate change is a global problem, emissions of air pollutants, which have an adverse localized effect, are often emitted from similar activities that generate GHG emissions (i.e., mobile, energy, and area sources). For example, direct investment in a local building retrofit program could pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting, energy efficient appliances, energy efficient windows, insulation, and water conservation measures for homes in the plan area. Other examples of local direct investments include financing installation of regional electric vehicle charging stations, paying for electrification of public school buses, and investing in local urban forests. These investments would not only achieve GHG reductions, but would also directly improve regional and local ambient

air quality. However, to adequately mitigate GHG emissions 102 $MTCO_2e$ per year per 1,000 square feet, it is critical that any such investments in actions to reduce GHG emissions meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code Section 38562, subdivisions (d)(1) and (d)(2) through the submittal of a formal report for County approval demonstrating that offsets meet these criteria. Such credits shall be based on protocols approved by CARB, consistent with Section 95972 of Title 17 of the California Code of Regulations. The future project applicants shall not use offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by the County or SMAQMD. Such credits must be purchased through one of the following: (i) a CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the California Air Pollution Control Officers Association's (CAPCOA's) GHG Rx and SMAQMD.

30. Mitigation Measure CR-1: Historic Resource Surveys on Non-Participant Properties Prior to Development

    Prior to the development or redevelopment of non-participant properties, during the entitlement phase or design review, whichever is first, intensive historic resources surveys will be required for all historic-age buildings and structures. Buildings or structures 50 years old or older will be documented on a California Department of Parks and Recreation 523 forms and their significance shall be assessed by a qualified architectural historian and evaluated against National Register of Historic Places and California Register of Historical Resources criteria. For buildings or structures that do not meet significance and integrity criteria, no further mitigation is required.

    If historical resources are determined to be present, then the potential impacts of any proposed future projects must be determined and all appropriate measures will be implemented. If the project cannot avoid modifications to a historic building or structure, the following protocol shall be followed:

    i. If the building or structure can be preserved on-site, but remodeling, renovation or other alterations are required, this work shall be conducted in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

    ii. If a significant historic building or structure is proposed for major alteration or renovation, or to be moved and/or demolished, a qualified architectural historian shall thoroughly document the building and associated landscaping and setting. Documentation shall include still and

video photography and a written documentary record of the building to the standards of the Historic American Building Survey or Historic American Engineering Record, including accurate scaled mapping, architectural descriptions, and scaled architectural plans, if available. The record shall be accompanied by a report containing site-specific history and appropriate contextual information. This information shall be gathered through site specific and comparative archival research, and oral history collection as appropriate. A copy of the record shall be provided to the appropriate repositories, which could include the Center for Sacramento History and the North Central Information Center.

31. Mitigation Measure CR-2A: Archaeological Surveys

If ground disturbing activities are planned within areas that have not been surveyed for archaeological resources within 5 years, the following shall be required:

1. Future project applicants shall retain an archaeologist meeting the Secretary of the Interior's Professional Standards to conduct intensive archaeological surveys of the site. If archaeological material is discovered, the archaeologist shall prepare a site record, and determine whether it qualifies as a historical resource or a unique archaeological resource under the criteria of CEQA Guidelines Section 15064.5. If the archaeological site does not qualify, or if no resource is present within the project's area of effects, no further mitigation is required. Following field investigations, a technical report describing the survey should be prepared and filed with the appropriate Information Center of the California Historical Resources Information System.
2. Based on this review, if deemed necessary by the qualified professional archaeologist appropriate, a subsurface testing program will be developed and implemented to determine if the property meets criteria to be listed on the CRHR and/or the NRHP. The course of the testing program should be clearly delineated in a research design which outlines prehistory of the area; research domains, questions, and data requirements; research methods inclusive of field and laboratory studies; report preparation; and significance criteria.
3. If, based on the results of field investigations, resources were identified as being significant the following mitigation would apply:

    a. Total Avoidance: Redesign the proposed project to preserve and protect all significant cultural resources. This would reduce impacts to less than significant levels.

    OR, if a redesign is determined infeasible by the Environmental Coordinator, then,

b. Data Recovery: After all design options have been exhausted that would result in the preservation of significant resources, institute a data recovery program to the satisfaction of the Environmental Coordinator.

32. Mitigation Measure CR-2B: Archaeological Monitoring by an SOI-Qualified Archaeologist

A cultural resources awareness training program will be provided to all construction personnel active on the project site during earth moving activities. The first training will be provided prior to the initiation of ground disturbing activities. The training will be developed and conducted in coordination with a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists. The program will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological resources or artifacts are encountered.

For all initial ground disturbing activities, a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists will monitor ground- disturbing activities. The monitor shall complete daily monitoring logs that describe each day's activities, including construction activities, locations, soil, and any cultural materials identified.

33. Mitigation Measure CR-2C: Inadvertent Discoveries

If subsurface deposits believed to be cultural in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for precontact and historic-period archaeology, shall be retained at the expense of future project applicants to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the future project applicants' expense.

Work cannot continue within the 100-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources.

If a potentially eligible resource is encountered, then the archaeologist, Sacramento County, and the future project applicants shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to Sacramento County Planning and Environmental Review as verification that the provisions of CEQA for managing unanticipated discoveries have been met.

34. Mitigation Measure GS-1: Liquefaction Remediation of Wash Water Ponds

    Prior to development in areas that have sediment from wash water ponds future project applicants or their designee shall prepare a technical study to identify the liquefaction potential of the area. The technical study shall include all necessary measures to provide sufficient stability to resist soil liquefaction. A technical report documenting the effectiveness of such measures in eliminating soil liquefaction shall be provided to the County prior to approval of future entitlements.

35. Mitigation Measure GS-4: Erosion Protection on Exposed Slopes

    To prevent erosion and shallow surface instability, there shall be a condition of approval for the project that slope stabilization features such as landscaping and/or slope armor (such as rip rap) shall be installed on all exposed slopes of 1.5:1 or steeper during construction of urban development. Conditions of approval for the project shall also require the project applicant to provide routine maintenance of the landscaping and slope armor.

36. Mitigation Measure GS-6: On-Site Training for Paleontological Resources

    Future project applicants, subsequent developers, or their designee, shall retain a qualified paleontologist to conduct an on-site training that will alert all construction personnel and operational staff about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel shall be trained in the proper notification procedures should fossils be encountered.

    If paleontological resources are discovered during earthmoving activities, operations shall immediately be immediately halted within 100 feet of the find and the County Environmental Coordinator shall be notified. Future project applicants, subsequent developers, or their designee, shall retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. If large specimens are discovered, the paleontologist shall have the authority to halt or divert grading and construction equipment while the finds are removed. The paleontologist shall be responsible for implementing all tasks summarized below:

    - In the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also

plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits.

- Recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting.
- Laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens.
- Cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database.
- Preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection.

37. Mitigation Measure HAZ-2A: Phase I Environmental Site Assessment

Prior to approval of projects plans, grading permits, and/or demolition permits for properties in the plan area that have not already been evaluated for the presence of hazardous materials and hazardous conditions, Phase I Environmental Site Assessments (ESAs) shall be prepared by a qualified professional. Each Phase I ESA shall assess the potential for hazards and provide recommendations whether additional investigation (Phase II ESA, see Mitigation Measures HAZ-2B) should be completed. The County shall not issue a grading or building permit for a site where contamination has been identified until remediation or effective site management controls appropriate for the site use have been completed consistent with applicable regulations and to the satisfaction of the Sacramento County Planning and Environmental Review Division, the California Department of Substances Control, and/or Central Valley Regional Water Quality Control Board, as appropriate. All applicable recommendations from the Phase I ESA shall be incorporated into the future project as required conditions of approval.

If the Phase I ESA determines there are no recognized environmental conditions, no further action is required. However, the County shall ensure any grading or project plan or building permit includes a statement that if hazardous materials contamination is discovered or suspected during construction activities, all work in the vicinity of the contamination shall stop immediately until a qualified professional has evaluated the site and determined an appropriate course of action.

38. Mitigation Measure HAZ-2B: Phase II Environmental Site Assessment

    If determined necessary, a Phase II ESA shall be conducted to determine the lateral and vertical extent of soil, groundwater, and/or soil vapor contamination, as recommended by the Phase I ESA. The Phase II ESA shall be prepared by the project applicant prior to issuance of grading or building permit. The Phase II shall include recommendations for remediation activities if contaminants are detected in the subsurface at the project site and/or contaminants are present at concentrations exceeding hazardous waste screening thresholds for contaminants in soil and/or groundwater (CCR Title 22, Section 66261.24 Characteristics of Toxicity). All recommendations for remediation activities and additional studies from the Phase II ESA shall be incorporated into the future project as required conditions of approval.

39. Mitigation Measure HAZ-2C: Hazardous Materials Contingency Plan

    Prior to issuance of a grading or building permit, the County shall require that the applicant provide a hazardous materials contingency plan to Sacramento County EMD. The plan will describe the necessary actions that would be taken if evidence of contaminated soil or groundwater is encountered during construction. The contingency plan shall identify conditions that could indicate potential hazardous materials contamination, including soil discoloration, petroleum or chemical odors, and presence of underground storage tanks or buried building material.

    The plan shall include the provision that, if at any time during the course of constructing the project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the contractor, future project applicants, or their designee, shall immediately halt construction and contact Sacramento County EMD. Work shall not recommence until the discovery has been assessed/treated appropriately (through such mechanisms as soil or groundwater sampling and remediation if potentially hazardous materials are detected above threshold levels) to the satisfaction of Sacramento County EMD, RWQCB, and DTSC (as applicable). The plan, and obligations to abide by and implement the plan, shall be incorporated into the construction and contract specifications of the project.

40. Mitigation Measure HYD-3A: Project-Level Drainage Studies

    Before approval of future tentative maps, the Project Applicant(s) or future developer(s) shall submit a drainage study in accordance with the requirements outlined in the Sacramento Stormwater Quality Partnership's 2018 Stormwater Quality Design Manual (or subsequent updates) and Sacramento County's Hydromodification Management Plan. Project-level studies must identify the applicable watersheds and associated basins and pumping features described in the Master Drainage & Flood Control Study. The study shall describe permanent stormwater quality treatment facilities and

low-impact design techniques that will be incorporated and provide evidence that the techniques satisfy the assumptions in the Master Drainage & Flood Control Study prepared for the project and ensure no exceedance of existing discharge rates.

41. Mitigation Measure HYD-3B: Detailed Drainage Designs

    Prior to construction of all drainage improvements, detailed plans for the design of the improvements that demonstrate the proposed improvements will achieve the primary functions of flood conveyance and stormwater quality treatment shall be submitted to the County DWR for review and approval.

42. Mitigation Measure HYD-4: Conditional Letter of Map Revision

    Prior to any modification of the existing FEMA mapped floodplain in the Morrison Creek and Elder Creek watersheds in the plan area, the Project Applicant(s) or subsequent developer(s) shall obtain approval of a Conditional Letter of Map Revision (CLOMR) from FEMA. In addition, the Project Applicant(s) or subsequent developer(s) shall provide in-kind replacement for any loss in flood storage capacity resulting from floodplain modifications.

43. Mitigation Measure HYD-6: Hydrologic Analysis for a Climate Change Scenario

    At the time of submittal of backbone infrastructure plans, the Project Applicant or subsequent developers of the master plan shall submit a hydrologic analysis that is based upon adopted County guidance regarding a reasonably foreseeable climate change scenario. Based on the results of the hydrologic analysis and if impacts are identified, the Project Applicant shall implement all feasible design measures within the Project's drainage system to adequately maintain pre-project flows with consideration of climate change effects. Potential improvements could include larger and additional culverts at roadway crossings and deepening the existing basin(s) within the Plan Area that would be subject to over-topping. Basin deepening would require minimal construction-related impacts including excavation and hauling of an additional increment of soil from the site. These construction-related impacts have been evaluated throughout this EIR.

    Alternatively, if the County has adopted a regional solution for flooding related to climate-change, the Project Applicant or subsequent developers of the master plan shall contribute its fair share towards funding the construction of the regional solution.

    If the County has not developed a regional solution or has not adopted guidance for evaluating hydrologic climate-related impacts, the Project Applicant or subsequent developers of the master plan shall prepare and submit a hydrologic analysis that is based on the best available technical information at that time, in consultation with the County's Department of DWR and the Office of Planning and Environmental Review.

44. Mitigation Measure HYD-7: Beach Stone Lake Mitigation

The Project Applicant(s) and subsequent developer(s) shall mitigate downstream impacts by either of the following options:

a. Payment of the Beach Stone Lakes Mitigation Fee (Sacramento County Water Agency Zone 11A).

b. Ensuring no net project-related increase in volume in Beach Stone Lakes by metering outflow from the plan area, increasing storage capacity of onsite facilities, directing drainage into downstream facilities offsite, or other regional drainage solutions as determined by the County Department of Water Resources.

45. Mitigation Measure NO-1: Nighttime Construction Noise Control Plan

This mitigation measure shall apply to sites where construction would take place outside of the timeframes exempt from County Code noise standards as defined in Section 8.68.090 of the County Code (i.e., between 8:00 p.m. and 6:00 a.m. Monday through Friday and between the hours of 8:00 p.m. and 7:00 a.m. Saturday and Sunday), and within 1,500 feet of a sensitive receptor. Prior to commencement of any nighttime construction activity, the future project applicants, in coordination with selected construction contractors, and a qualified acoustical professional, shall prepare a nighttime construction noise control plan based on finalized project-specific information (e.g., specific equipment, construction location). This plan shall be submitted to the County for review prior to project construction. The plan shall include:

- a detailed description of the proposed nighttime construction activities.
- a list of equipment used during all nighttime construction activities.
- projected noise levels generated during the nighttime construction activities at surrounding noise-sensitive land uses.
- location(s) of sensitive receptors in relation to the proposed nighttime construction activities, and
- designation of a disturbance coordinator.

The following noise control measures (or other equally effective measures approved by the County) shall be included in the plan as necessary to reduce noise levels to the appropriate threshold (i.e., 50 dB Leq), to the extent feasible, at the nearest sensitive receptor.

- For construction activity that would occur within a clear line-of-sight of offsite sensitive receptors, temporary noise curtains shall be installed as close as possible to the noise-generating activity such that the curtains obstruct the direct line of sight between the noise-generating construction activity and the nearby sensitive receptors. Temporary noise curtains shall consist of durable, flexible composite material featuring a noise barrier

layer bound to sound-absorptive material on one side. The noise barrier layer shall consist of rugged, impervious, material with a surface weight of at least one pound per square foot and be designed to result in a 10-dB reduction at the sensitive receptor location.

- Noise-reducing enclosures and techniques shall be used around stationary noise-generating equipment (e.g., concrete mixers, generators, compressors) to break the line of sight between the noise source and receiver. Techniques used could greatly vary depending on equipment type and project-specific information.
- Heavy-duty equipment shall be operated at the lowest operating power possible and shall be restricted in close proximity to sensitive receptors.
- All heavy construction equipment and all stationary noise sources shall have manufacturer-installed mufflers. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise.
- Where available and feasible, equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- Construction scheduling and phasing shall be designed so that impact equipment (e.g., pile drivers) is not used between 8:00 p.m. and 6:00 a.m. on Monday through Friday or between 8:00 p.m. and 7:00 a.m. on Saturday and Sunday.

46. Mitigation Measure NO-2: Vibration Control Plan

This mitigation measure would apply to construction activity involving pile driving located within 97 feet of any building, to reduce the potential for structural damage, and within 537 feet of an occupied residence or building, to minimize the disturbance from pile-driving activities; or vibratory roller activities located within 26 feet of any building in order to reduce the potential for structural damage, and within 96 feet of an occupied residence or building to minimize the disturbance from vibratory roller activities.

A vibration control plan shall be developed by the construction contractor(s) to be submitted to and approved by Sacramento County before commencing grading or construction permits for the project. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile driving or other vibration intensive activities with the potential to result in

structural damage or adverse impacts to sensitive receptors. The following vibration control measures (or other equally effective measures approved by the County) shall be included in the plan:

- To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of the nearby structures as determined by a site-specific building survey, documentation related to building integrity, or other appropriate methods determined by a qualified engineer. Established setback requirements (e.g., 97 feet) can be breached if a project-specific, site-specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.
- To prevent disturbance for sensitive land uses, minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving, vibratory roller) shall be established based on the proposed activities and locations, once determined. Established setback requirements (e.g., 537 feet) can be breached only if a project-specific, site-specific, technical adequate ground vibration study indicates that the buildings would not be exposed to ground vibration levels in excess of 72 VdB, and ground vibration measurements performed during the construction activity confirm that the buildings are not being exposed to levels in excess of 72 VdB.
- All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to Sacramento County so as not to exceed the recommended vibration damage and annoyance standards, respectively.
- Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.
- Limit vibration-inducing vibratory and impact activities (e.g., pile driving, vibratory rollers, jackhammers) to the daytime hours between 6:00 a.m. and 8:00 p.m. Monday through Friday and between 8:00 a.m. and 8:00 p.m. on Saturday and Sunday.
- Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.

- Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

47. Mitigation Measure NO-3A: Rubberized Asphalt

    The County shall require the use of rubberized asphalt rubberized hot-mix asphalt (RHMA) or another equally effective type of noise-reducing pavement along (a) future roadway construction within the WJHMP and (b) at the time of the next repaving of the roadway segment. The RHMA overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt.

48. Mitigation Measure NO-3B: New, Expanded, or Extended Roadway Noise Reduction

    Before finalizing roadway design for roadway expansion or new roadway construction associated with the WJHMP, a design-level acoustical analysis shall be prepared to identify specific roadway design considerations, which shall be incorporated into final road design and approved by Sacramento County for roadways identified in Table 16-19 that result in a substantial increase in noise. The following design features shall be considered:

    - Roadway design shall provide sufficient setback between any occupied structures or planned future structures that are defined as sensitive land uses by Sacramento County and the roadway to minimize noise exposure and meet County noise standards.
    - In locations where setback is not feasible to reduce noise levels at existing sensitive receptors from new or expanded roadways, the County shall coordinate with property owners of the existing sensitive receptors regarding installation of sound barriers along property lines to minimize traffic noise to meet applicable County exterior noise standards and, if necessary, interior noise standards.

49. Mitigation Measure NO-3C: Acoustical Assessments for All New Land Developments

    The County shall require a design-level acoustical assessment to be prepared and submitted alongside the project application for all new land use development projects associated with the WJHMP that would be located within the noise contours defined under General Plan Policy NO-1 and identified in Table 16-12 of this EIR. Specifically, for all new land use developments, except for "playgrounds, parks, etc.," located within the 65 dB Ldn traffic noise

contour; and for "playgrounds, parks, etc.," located within the 70 dB Ldn traffic noise contour the County shall require an acoustical assessment to be prepared. The acoustical assessment shall evaluate the compatibility of the proposed development in comparison to applicable County noise standards and provide recommendations to achieve acceptable interior noise levels appropriate to the land use. Noise control measures may include building façade improvements; mechanical ventilation for all schools and residences; increased vegetation; roadway pavement improvements and maintenance; and site design features. If such measures are not sufficient to reduce noise levels and there are no other feasible alternatives that could be implemented, a sound barrier may be constructed.

50. Mitigation Measure NO-4A: Design Strategies for Proposed Sensitive Land Uses

    This mitigation measure would apply to noise sensitive land uses developed as part of the WJHMP that would be located within 1,000 feet of existing or proposed industrial land uses.

    To prevent future noise sensitive receptors from disturbance associated with existing and proposed industrial land uses within the WJHMP, design principles and strategies shall be used to reduce noise exposure to sensitive land uses in compliance with the WJHMP Design Guidelines, County Design Guidelines, and County noise standards. Common design principles to reduce noise exposure to sensitive land uses that shall be considered during the site design process include:

    - increasing the distance between the noise source and the receiver,
    - locating barrier-type buildings parallel to the noise source,
    - orienting the residences and outdoor activity areas for those residences away from the noise source, and
    - arranging the site plan to use buildings as noise barriers.

    Upon application for entitlements, all future project applicants proposing a noise-sensitive land use within 1,000 feet of an existing or proposed industrial land use shall provide to the County a site-specific noise study prepared by a qualified acoustical professional/engineer addressing exterior noise levels for applicable noise sensitive land uses and interior noise levels in residential units. The noise study shall confirm, using approved calculation methodologies, that building design (e.g., building orientation) and building materials as well as exterior design features (e.g., fences, walls, and landscaping features) are sufficient to maintain, consistent with Sacramento County non-transportation noise standards, exterior noise levels of 55 L50 and 75 Lmax during the daytime and 50 L50 and 70 Lmax during the nighttime. If the study shows such standards would not be met with the site design as

proposed, the future project applicants or subsequent developers shall implement recommendations of the study that are shown to achieve the standards.

51. Mitigation Measure NO-4B: Noise Attenuation Features for Proposed Commercial, Employment, and Industrial Land Uses

    Land use developments proposed under the WJHMP that include substantial truck activity (e.g., warehouses, grocery stores, repair facilities, storage yards, and truck terminals) and are proposed within 325 feet of existing or proposed residential developments shall be required to provide noise attenuation features to reduce noise generated by on-site truck and delivery activity to levels that are below County daytime residential noise standards (i.e., 55 dB L50).

    These features may include:

    - site design features, including buildings and soundwalls, sited between the noise-generating activity and the residential land; and
    - vegetative screening that fully restricts the line of sight between the noise-generating activity and the residences; or
    - setbacks between the noise-generating activity and the residences.

    The proposed noise attenuation features shall be demonstrated to reduce noise exposure such that the median daytime noise level on the nearest point of the residential parcel does not exceed the median daytime noise level (L50) of 55 dB. Future project applicants shall be required to demonstrate compliance with these requirements at the time of application for subsequent tentative maps or development applications.

52. Mitigation Measure TR-4A: Install Traffic Signals Throughout WJHMP Area

    If the County determines, through application of the Dynamic Implementation Tool or similar means, that any subsequent entitlement would result in roadway design deficiencies, the applicant for the development shall be required to construct or fund the improvement pursuant to the terms of the SCTDF and the Jackson Corridor Transportation Mitigation Strategy (JCTMs). Required traffic signal installations will include the following improvements proposed in the Local Traffic Study, as determined appropriate by the County:

    - Hedge Avenue and Florin Road,
    - Happy Lane and Old Placerville Road,
    - Excelsior Road and Gerber Road,
    - Eagles Nest Road and Jackson Road,
    - Excelsior Road and Calvine Road,

- Douglas Extension/Douglas Road and Mather Road, and
- Mayhew Road and Rock Creek Parkway eastbound and westbound.

53. Mitigation Measure TR-4B: Roadway Design Improvements

If the County determines, through application of the Dynamic Implementation Tool or similar means, that any subsequent entitlement would result in roadway design deficiencies, the applicant shall be required to construct or fund the improvement pursuant to the terms of the SCDF and JCTMS. Required physical roadway modifications will include the following improvements proposed in the Local Traffic Study, as determined appropriate by the County:

- **Watt Avenue and Folsom Boulevard:** Configuration involving grade separation of the northbound and southbound through movements of Watt Avenue. Access to and from Folsom Boulevard would be accomplished via on and off ramps from the left lanes of Watt Avenue to a single signalized intersection. A bus rapid transit lane along Watt Avenue would also intersect Folsom Boulevard at the traffic signal.
- **Watt Avenue and Kiefer Boulevard:** The ultimate improvement would involve a tight diamond interchange. The through movements (and bus rapid transit lane) on Watt Avenue would be grade separated from Kiefer Boulevard. Access to and from Kiefer Boulevard would be accomplished via on and off-ramps at two signalized intersections along Kiefer Boulevard.
- **Watt Avenue and Jackson Road:** Improvements would include the implementation of a standard six-by-six signalized intersection (two left-turn lanes, three through lanes, and one right-turn lane, on each approach) with three modifications.
    - The southbound left-turn movement would be grade separated;
    - The westbound right-turn movement would be grade separated; and
    - Three northbound left-turn lanes.
- **Bradshaw Road and Jackson Road:** Improvements would involve grade separating the northbound and southbound through movements.
- Grant Line Road and Prairie City Road, White Rock Road, Douglas Road, Kiefer Boulevard, Jackson Road, and Sunrise Boulevard: Implementation of grade separated intersections.

Each of these intersections have unique travel movements, volumes and existing context sensitive conditions (potential environmental issues, right-of-way, physical constraints), and the special treatments utilized at each location shall be studied to select the treatments that address the operational deficiency as it relates to safety, while avoiding or minimizing other operational or environmental implications. Other equivalent treatments may

be selected to the satisfaction of the Department of Transportation to mitigate safety impacts.

54. Mitigation Measure TR-4C: Bus Queue Jumps

The responsible project applicant(s), County, and Sacramento Regional Transit District (SacRT) shall work in coordination to implement bus queue jump lanes at signalized intersections to provide dedicated channelization for buses that allow buses to approach and traverse an intersection in priority position as deemed necessary. Bus queue jumps are only recommended where volume of right-turning vehicles would not cause significant interference with transit operations; locations where right turn volumes are less than 200 vehicles per hour per lane would meet this criteria (DKS 2024: 142). Bus queue jumps shall meet the following infrastructure and geometric improvements unless otherwise agreed upon by the County and SacRT:

- Extend the right turn pocket on the approach (or construct a right turn pocket if one has not previously been identified) long enough to extend past the end of queue for the adjacent through travel lanes;
- Install signal heads for the right turn lane to allow for dedicated right turn phase and bus through phase;
- Build a dedicated receiving lane and far-side bus stop for intersections where a nearby bus stop is desired; and
- Install "No Right turn on red" blank out signs on the perpendicular approaches to the transit queue jump which would be activated based on bus calls for the queue jump.

As identified in the Local Traffic Analysis, at a minimum, the following locations for bus queue jump lanes shall be considered:

- Jackson Road and Excelsior Road (southbound, westbound, and eastbound);
- Vineyard Road and Jackson Road (southbound and westbound);
- Mayhew Road and Jackson Road (all directions of travel);
- South Watt Avenue and Jackson Road (northbound); and
- South Watt Avenue and Kiefer Boulevard (southbound).

55. Mitigation Measure TCR-1A: Inventory and Significance Evaluation of Tribal Cultural Resources

Upon submittal of subsequent development applications, the Project Applicant(s) or subsequent developer(s) shall coordinate with the County and consulting Native American tribes (tribes) for each project-specific area. The tribes shall be offered the opportunity to identify portions of the project site that could be sensitive or potentially sensitive for tribal cultural resources.

Tribes may request additional testing and boundary delineation prior to the disturbance of any potential tribal cultural resource site. In consultation with County, the treatment plan may include identification methods including, but not limited to, canine forensic surveys, ground penetrating radar, vegetation clearing for surface visibility, and/or subsurface testing.

When subsequent development applications are deemed complete, the tribes shall be provided the following information for each subsequent notification to assist in their determination of the potential to impact tribal cultural resources:

- map(s) and verbal description of the project-specific area that delineates both the horizontal and vertical extents of where a project could result in impacts, including both direct and indirect, on tribal cultural resources;
- descriptions of proposed ground disturbances and construction activities;
- the results of an updated records search of the project-specific area from the Northwest Information Center of the California Historical Resources Information System;
- the results of an archaeological sensitivity analysis to assess the potential for buried archaeological resources using geologic and historic maps, soils data, and other sources; and
- the results of an archaeological field survey. Tribes may also request separate tribal cultural surveys.

If the consulting Native American tribe(s) determine that a tribal cultural monitor is warranted for a project, the tribe(s) shall be offered the opportunity to engage in compensated construction monitoring. Tribes must be contacted for the opportunity to monitor each separate development stage. For monitoring, the provisions of Mitigation Measure CUL-2b will be followed.

If potentially significant impacts on tribal cultural resources that qualify as historical resources (per State CEQA Guidelines Section 15064.5) are identified, a treatment plan for avoiding or minimizing such impacts shall be developed, in coordination with tribes. Measures for avoiding or minimizing impacts include:

- avoidance and preservation of the resources in place, including planning and construction to avoid the resources and protect the cultural and natural context or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria;
- treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including:
    - protecting the cultural character and integrity of the resource;

- protecting the traditional use of the resource;
- protecting the confidentiality of the resource;
- permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; or
- protecting the resource.

The consultation shall be considered concluded when (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

56. Mitigation Measure TCR-1B: Tribal Repatriations

In the event that remain-in-place measures are infeasible for disturbed human remains, the Project Applicant(s) or subsequent developer(s), in consultation with tribal and County representatives, shall identify an on-site repatriation location with conservation easement. This shall include an agreement to maintain resource location confidentiality.

Tribes may request additional materials and monitoring in the event of human remains discovery. This may include, but is not limited to, on-site storage of remains in a locked, air-conditioned facility with access controlled by tribal monitors, materials required for appropriate recovery and reinternment, and physical control mechanisms such as subsurface coverings and above-ground deterrents such as site fencing.

Sacramento County Department of Airports

57. PRIOR TO FINAL OCCUPANCY: For all residential land use parcels the applicant shall provide minimum noise insulation to 45 dB CNEL within new residential dwellings, including detached single family dwellings, with windows closed in any habitable room.

58. PRIOR TO FILING OF A FINAL SMALL LOT MAP: For all residential land use parcels the applicant shall provide notification either in the Public Report prepared by the California Department of Real Estate, or in a notice recorded with the final map disclosing the fact to prospective buyers that the parcel is located within an Airport Policy Area.

59. PRIOR TO FILING OF A FINAL SMALL LOT MAP: For all residential land use parcels the applicant shall provide an Avigation Easement prepared by the Sacramento County Counsel's Office granted to the County of Sacramento, recorded with the Sacramento County Recorder, and filed with Department of Airports. Such Avigation Easement shall acknowledge the property location within an Airport Planning Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of the subject Airport.

60. PRIOR TO FINAL OCCUPANCY: The applicant shall provide to the County Department of Airports for review and approval, documentation of interior sound measurements as required to ensure interior sound level of 45 dB is achieved. The method of measurement and reporting of findings to the County must be based on the Noise Monitoring Plan drafted by Harris, Miller, Miller, & Hanson Inc. in 2022 and previously accepted by the applicant. While the extent of acoustical testing in section 2.5 of Airports Noise 2 must be met, it is hereby underscored that each model of home to be built within the 60 CNEL noise contour must undergo the required interior sound measurements. In the event any model of home is found to not achieve the reduction levels specified in section 3 of Airport Noise 2, additional insulation or acoustical treatments sufficient to achieve the required level of interior noise reduction must be designed and incorporated into all units of that model of home built within the limited exception area, and that model retested. SCDA must approve the findings of any testing or retesting in order for this condition to be complete.
61. PRIOR TO FINAL OCCUPANCY: The residential community that includes residential land uses inside the 60 CNEL noise contour at a minimum shall be developed and marketed as an aviation-oriented/friendly community to ensure community awareness and acceptance of Mather Airport and associated aircraft activity. The specific extent and measures to achieve this shall be agreed upon by the County and the developer prior to the sale of any residential parcel by a Merchant Builder. (Such measures are not limited to but may include, for example, historical Mather Airport or aviation themed street, park or school names and other public facility names, partnerships with the airport or airport tenants and educational organizations to promote aviation/STEM education and careers.)
62. PRIOR TO GRADING PLAN OR IMPROVEMENT PLAN APPROVAL: the applicant shall consider FAA Advisory Circular 150/5200-33C concerning minimizing wildlife attractants on or near airports and coordinate in advance of land use design with SCDA Wildlife Biologists to achieve consistency with the Advisory Circular within the project area.
63. PRIOR TO GRADING PLAN OR IMPROVEMENT PLAN APPROVAL: the applicant shall consult with Sacramento County Department of Airports (SCDA) Wildlife Biologists on design of landscaped areas and water features to minimize wildlife attractants within the project area in accordance with above referenced advisory circular.
64. PRIOR TO GRADING PLAN OR IMPROVEMENT PLAN APPROVAL: Applicant shall submit plans for proposed water features (lakes, detention, retention basins or other water features) to SCDA for review and comment by SCDA Wildlife Biologists.

65. PRIOR TO FILING OF A FINAL SMALL LOT MAP INVOLVING URBAN FARM LOCATIONS: Applicant shall submit urban farm locations and vegetation/crop selection to SCDA for review and comment by SCDA Wildlife Biologists.

66. PRIOR TO GRADING PLAN OR IMPROVEMENT PLAN APPROVAL: Applicant shall submit plans for proposed parks to SCDA for review and comment by SCDA Wildlife Biologists.

67. PRIOR TO GRADING PLAN OR IMPROVEMENT PLAN APPROVAL: Transitions from water ways to grassland/park areas require barriers to decrease attractants to species such as Canada Geese. Applicant shall submit barrier or other access control designs to SCDA for review and comment by SCDA Wildlife Biologists.

68. PRIOR TO GRADING PLAN OR IMPROVEMENT PLAN APPROVAL: Applicant shall submit improvement plans to SCDA for review and comment by SCDA Wildlife Biologists regarding feeding of wildlife. Feeding of wildlife, especially birds, is to be discouraged in public areas.

69. PRIOR TO FILING OF A FINAL SMALL LOT MAP: The applicant shall commit to notifying and discussing with SCDA prior to entering into or executing any external agreement or entitlement, such as conservation easements, that would restrict the ability of SCDA to exercise the extent of its permitted wildlife management authority within the project area.

Sacramento County Engineering – Special Districts

70. PRIOR TO FILING OF THE FIRST LARGE LOT MAP OR APPROVAL OF THE FIRST TENTATIVE SMALL LOT MAP IN THE PROJECT: An Implementation Level Public Facilities Financing Plan (PFFP) and Urban Services Plan (USP) shall be approved by the Special Districts Section.

71. PRIOR TO FILING OF A SMALL LOT FINAL MAP; APPROVAL OF DEVELOPMENT PLAN REVIEW OR USE PERMITS FOR FIVE OR MORE RESIDENTIAL UNITS WITHIN NON-RESIDENTIAL ZONING CLASSIFICATION; OR ISSUANCE OF RESIDENTIAL BUILDING PERMITS, WHICHEVER COMES FIRST: The property shall annex into the County of Sacramento Community Facilities District No. 2005-1 (Police Services). The annexation process takes approximately three months and the applicants must contact the County of Sacramento Special Districts Section at 916-874-6525 at the earliest possible time to initiate the process and to obtain information concerning annexation costs. ***As an alternative, the property owner may pay an equivalent cash amount based upon the present value of the maximum special tax that the property would otherwise subject to, to the satisfaction of the Chief Fiscal Officer***.

72. PRIOR TO FILING OF A SMALL LOT FINAL MAP OR ISSUANCE OF A BUILDING PERMIT, WHICHEVER MAY OCCUR FIRST: The financing mechanisms

recommended in the planning-level West Jackson Highway Master Plan Public Facilities Financing Plan and Urban Services Plan shall be implemented, or an alternative equivalent present value cash payment-in-lieu approved by County of Sacramento Special Districts Section shall be provided. The property owners shall comply with the implementation of any approved financing mechanism including any future amendments and revisions adopted by the Board of Supervisors.

The financing mechanism(s) shall include but not be limited to:

a. WJHMP Fee Program (anticipated to include transportation, sewer, water, drainage, parks, and open space)
b. Jackson Corridor Roadway Fee Program
c. Cordova Rec and Park District Park Impact Fee Program
d. Southgate Recreation and Park District CFD
e. WJHMP Infrastructure CFD
f. WJHMP Services/Maintenance Districts
g. Jackson Corridor Trails CFD

73. PRIOR TO THE FILING OF A SMALL LOT FINAL MAP, ISSUANCE OF A BUILDING PERMIT, WHICHEVER MAY OCCUR FIRST: The property owner shall, for the purpose of funding a variety of transportation demand management (TDM) services to implement an overall TDM strategy that will contribute to the goal of reducing vehicle trips, create and participate in a new Benefit Zone in County Service Area No. 10 (CSA 10) or form a new County Service Area. Participation occurs by approving the levy of annual service charges. To activate annual property related service charges for CSA 10, a protest ballot process is required by Proposition 218. In the event the property owner(s) fail to approve the service charge for CSA 10, no final map shall be recorded, development plan review approved and/or building permits issued, unless as an alternative, the property owner(s) elect(s) to pay an equivalent cash amount based upon the present value of the maximum service charges to the satisfaction of the Deputy County Executive. The protest ballot process takes up to six (6) months, and the applicants are advised to contact the County of Sacramento Special Districts Section at 916-874-6525 at the earliest possible time to initiate the process. In no event shall a building permit be issued prior to the successful completion of protest ballot proceedings or an equivalent cash amount is paid.

Sacramento County Environmental Management Department (EMD)

74. PRIOR TO FINAL OCCUPANCY: Each developable lot that is newly developed as part of the West Jackson Highway Master Plan must connect to public water.

75. PRIOR TO FINAL OCCUPANCY: Each developable lot that is newly developed as part of the West Jackson Highway Master Plan must connect to public sewer.

76. PRIOR TO FILING OF A FINAL MAP: If an abandoned well is found on the property, it must be issued an inactivation permit (subject to review and approval from EMD), repaired and brought back into service, or it must be destroyed at the parcel owner's cost. EMD will provide a spreadsheet of all abandoned well records located within the project location. All well-related activities must be performed in compliance with EMD's well permitting and inspection program requirements. Contact wells@saccounty.gov with any questions.

77. PRIOR TO FILING OF A FINAL MAP: If an abandoned septic system tank is discovered on the property, it must be destroyed in compliance with EMD's liquid waste permitting and inspection program requirements. EMD will provide a spreadsheet of all existing septic systems located within the project location. When these septic systems are no longer in use, the septic tanks must be abandoned under a permit issued by EMD. Contact septicinfo@saccounty.gov with any questions.

Sacramento County Department of Regional Parks

78. PRIOR TO FILING OF FINAL SMALL LOT MAPS: No Final Small Lot Map shall be recorded until a funding mechanism for the maintenance, operations and patrol of trails, landscape corridors and open space, outside of park and recreation facilities owned and managed by Cordova Recreation and Park District and/or Southgate Recreation and Park District, within the West Jackson Highway Master Plan area, is formed.

79. PRIOR TO CONVEYING PROPERTY TO COUNTY REGIONAL PARKS: Any wells should be identified and permitted. Inactive wells or wells identified as needing to be destroyed, should be permitted and destroyed according to Sacramento County Code, Section 6.28.040.B.

Sacramento County Sheriff's Office

80. AS AN ONGOING MEASURE: Subsequent development projects shall be designed utilizing the principles of Crime Prevention Through Environmental Design (CPTED) to create safe spaces for all users by utilizing natural design to discourage criminal activity.

Sacramento County Department of Transportation (DOT)

81. AS AN ONOING MEASURE: The applicant shall participate in the implementation of the Jackson Corridor Transportation Mitigation Strategy (JCTMS) as adopted by the Board of Supervisors on July 23, 2019 and amended on March 9, 2021, which is attached hereto as Exhibit A, by providing funding for and/or constructing the improvements identified in Exhibit B

condition TC-2. The applicant acknowledges that said identified list of improvements may be modified over time by SacDOT. As development proceeds, the Dynamic Implementation Tool shall be employed, as specified in the JCTMS, to select the time at which the listed improvements will be required to be funded and/or constructed.

82. AS AN ONGOING MEASURE: The conditions as identified in Exhibit B, attached hereto, apply.

83. AS AN ONGOING MEASURE: Developers/Applicants, their assigns, or successors in interest ("Developers") shall provide easements, irrevocable offers of dedication, or similar mechanisms to the County, Southgate Recreation and Park District, and/or Cordova Recreation and Park District for the necessary right of way for all onsite roadway and trail facilities within the West Jackson Highway Master Plan area. The easements, IODs, or similar mechanisms shall be provided to the appropriate entity prior to recordation of a final large lot or small lot map, grading/improvement plan approval, or building permit issuance, whichever occurs first.

Sacramento County Department of Water Resources (DWR)

84. AS AN ONGOING MEASURE: Developers/Applicants, their assigns, or successors in interest ("Developers") shall provide easements, irrevocable offers of dedication (IODs), or similar mechanisms, for such Developer's proposed projects on a project by project basis, to ensure the necessary drainage and flood control infrastructure and facilities can be installed pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards, including any fee required by the Sacramento County Water Agency Code. The drainage easements and dedications shall be based on and supported by an appropriate level of drainage study to be approved by DWR pursuant to applicable DWR Conditions of Approval herein. Each Developer shall construct its drainage and flood control facilities determined necessary by said drainage studies or as otherwise required by these conditions of approval. The easements, IODs, or similar mechanisms, as applicable, shall be provided to the County prior to recordation of a final large lot or small lot map, grading/improvement plan approval or building permit issuance for such Developer's subject proposed development project, whichever occurs first. Such easements, IODs and related facilities may be onsite of a particular proposed project, or offsite, as indicated in subsequent drainage studies. Developers' obligation to obtain offsite easements and IODs on land in which neither the subject Developer nor the County has sufficient title or interest shall be consistent with Section 66462.5 of the Map Act, which addresses the acquisition of and compensation for the title and interest in real property necessary to complete an off-site improvement, and Section 905-07 of the Sacramento County Floodplain Management Ordinance, which

addresses the same and further provides that the dedication requirement be reasonably related to the development permit at issue.

85. AS AN ONGOING MEASURE: Construction of the necessary drainage and flood control/protection infrastructure may be phased, subject to the approval of DWR, so long as detailed drainage studies are provided that demonstrate the phased improvements will provide adequate flood protection to proposed phased development and will not increase flood risk in downstream and upstream areas, and that propose a plan to transition to the ultimate-condition drainage infrastructure for the watershed the phased project is in. Such studies shall be consistent with the Drainage Master Plan dated 12/02/2022 (DMP) or latest DWR-approved amendment, and pursuant to the latest version of the Sacramento County Improvement Standards, Sacramento County Hydrology Standards, Sacramento County Flood Plain Management Ordinance, Sacramento County Drainage Study Requirements, and Sacramento Region Stormwater Quality Design Manual. In phased development, the cross section of earthen or other materials flood protection barriers shall be designed and constructed to their ultimate width and height.

86. AS AN ONGOING MEASURE: Earthen or other material flood protection barriers, and pump stations and associated detention basins shall be designed to meet applicable minimum freeboard requirements (from County and other regulatory agencies) based on detailed drainage studies using County-adopted Hydrology Standards.

87. AS AN ONGOING MEASURE: Setbacks for any earthen or other material barriers meant to protect low-lying areas from flooding shall satisfy minimum FEMA, ULDC, and other state and federal regulatory agencies requirements, as applicable.

88. AS AN ONGOING MEASURE: A third-party review contract, funded by the project proponent(s), must be executed for the review of the geotechnical study for earthen or other material flood protection barriers at any stage of the review process.

89. AS AN ONGOING MEASURE: If any County-maintained detention basin or channel will be used as an amenity accessible to the public, then the associated land shall be owned by a Park District, Services District or similar entity. If DWR will own land for county-maintained detention basins or channels, then such areas shall be fully fenced to prevent public access.

90. AS AN ONGOING MEASURE: Consistent with the DMP, the existing Kiefer Blvd. crossing over Morrison Creek shall be removed or reconstructed to avoid hydraulic interaction with the creek prior to allowing construction of earthen or other material flood protection barriers for the area identified as Granite I Triangle on Figure 2.2 of the DMP. Alternatively, an amendment to the DMP may be submitted to DWR for review to demonstrate that both the existing

Kiefer Blvd. crossing over Morrison Creek and flood protection improvements for the Granite I Triangle area can be in place without adversely impacting the Mather Airfield property, or other off-site properties upstream.

91. AS AN ONGOING MEASURE: Mitigation wetlands shall not occur within the Morrison Creek, Elder Creek, or any of the proposed interior drainage corridors, unless written evidence is provided to DWR that typical flood control related maintenance activities within the mitigation areas are allowed.

92. AS AN ONGOING MEASURE: Scoping meetings and scoping agreements are required for all drainage studies at any phase of project review.

93. AS AN ONGOING MEASURE: Incorporate stormwater quality treatment, source control, trash full capture, hydromodification, and Low Impact Development (LID) measures in conformance with the Sacramento Region Stormwater Quality Design Manual, and state and federal law.

94. PRIOR TO FILING OF A FINAL LARGE LOT MAP, OR PRIOR TO APPROVAL OF THE IMPLEMENTATION PHASE OF THE PUBLIC FACILITIES FINANCE PLAN AND URBAN SERVICES PLAN, OR IMPROVEMENT PLAN APPROVAL, WHICHEVER OCCURS FIRST: The design of earthen or other material barriers to protect development from flooding along the Morrison Creek and Elder Creek corridors shall be based on a geotechnical study approved by DWR. The geotechnical study must be based on a maximum water surface elevation corresponding to the 200-year design storm estimated in a DWR-approved detailed drainage study consistent with the California DWR Urban Levee Design Criteria (ULDC) and with the latest adopted version of the Sacramento County Hydrology standards, including climate change rainfall factors.

95. PRIOR TO THE FILING OF A FINAL LARGE LOT MAP:

    a. If a Large Lot Tentative Subdivision Map defines legal parcels for flood protection barriers, flood control detention basins, or drainage channels, then an amendment to the DMP shall be provided to DWR for review and approval. The level of detail for the DMP amendment shall be similar to that of a level 2 drainage study so that the anticipated footprint of the involved drainage/flood control infrastructure can be reasonably established to support the recordation of legal parcels. For projects along the Elder Creek corridor, the latest DWR-approved drainage model for Elder Creek must be used.

    b. Alternatively, if a proposed Large Lot Tentative Subdivision Map has no development rights, and if the applicant and the Sacramento County Planning and Environmental Review are agreeable, the DMP amendment may be deferred to subsequent Small Lot Tentative Subdivision Maps with the understanding that parcels for drainage/flood control infrastructure are subject to change. Under this alternative, Tentative Large Lot Maps will be conditioned accordingly.

96. PRIOR TO THE FILING OF A FINAL SMALL LOT MAP, FINAL PARCEL MAP, OR USE PERMIT ISSUANCE: Level 2 or 3 drainage studies; consistent with the latest approved DMP and applicable Sacramento County standards, including climate change rainfall factors, shall be provided for review and approval by DWR. The required drainage studies shall at a minimum:

    a. Determine the 100-year and 200-year maximum water surface elevations associated with planned and full development of the watershed and assess the feasibility of gravity drainage into Morrison Creek and Elder Creek. If gravity drainage into the creeks is infeasible, then the drainage studies shall assess the feasibility of filling proposed development behind flood protection barriers to be at or above the flowline of the existing creeks.

    b. Proposed projects are subject to identified flood protection improvements described on pages 71 and 72 of the DMP, unless otherwise approved by DWR in an DMP amendment.

    c. Demonstrate all proposed parcels for development have a buildable area outside the floodplain that meet or exceed minimum requirements set forth by the Sacramento County Floodplain Management Ordinance.

    d. Where development is to be protected by earthen or other flood control barriers, further refine the preliminary design of earthen or other material flood control barriers to support Tentative Maps or preliminary site plans.

    e. Further refine the preliminary design of pump stations and detention basins to support Tentative Maps or preliminary site plans.

    f. Include a detail earthen or other material flood protection barrier breach analysis. The analysis shall evaluate closure of culverts/tunnels connecting otherwise hydraulically independent areas.

    g. Evaluate the feasibility of optimizing the existing Granite I / Aspen VI weir to determine the minimum amount of flood water storage to achieve project mitigation downstream.

    h. Consider existing interior drainage channels and culverts for phased projects, particularly the channel running across and along Bradshaw Rd. and adjacent to mining pits. This channel and culverts appear to be undersized and have flooded adjacent mining areas in the past.

    i. Identify necessary interim drainage and flood control/protection infrastructure for the portion of shed WJP3 north of Morrison Creek (see Figure 6.5 of the DMP). Given that the DMP identified a pump station and detention basin south of Morrison Creek, the study shall include a plan for transitioning onto the ultimate condition and for the abandonment of interim facilities and funding for the abandonment of interim facilities. This condition applies to all other planned sub watersheds that rely on centralized flood control/protection infrastructure.

j. Development within watershed WJP5 is subject to flood control mitigation measures described in Appendix M of the DMP as amended or unless otherwise approved by DWR in a level 2 or 3 Drainage Study.

k. Show that open space areas adjacent to detention basins identified as WJP4 and WJP5 in the DMP (or any other basins) will be graded concurrently with the basin to meet climate change storage requirements.

l. Demonstrate that fill within area WJG201 and adjacent open space (see Figure 6.10 of the DMP) will not result in adverse impacts to the floodplain.

m. Include a sensitivity analysis to evaluate the effects of one or two pumps still running while the creek is peaking.

n. Incorporate any physical mitigation required by the Sacramento Department of Airports to comply with Bird Aircraft Strike Hazard (BASH) regulations.

o. Use inflows from Jackson Township based on the latest approved modeling for that project.

p. Identify the necessary improvements to road creek crossings subject to flooding that will serve as emergency access or evacuation routes, to ensure safe passage of vehicles. This effort shall be done in collaboration with DWR, County DOT, and Planning and Environmental Review.

q. Address all applicable requirements listed on pages 12 and 13 of the DMP.

97. PRIOR TO THE FILING OF A FINAL SMALL LOT MAP, FINAL PARCEL MAP, OR USE PERMIT ISSUANCE: For projects along the Elder Creek corridor, the latest DWR-approved drainage model for Elder Creek must be used for the required level 2 or 3 drainage studies.

98. PRIOR TO THE FILING OF A FINAL SMALL LOT MAP, FINAL PARCEL MAP, OR USE PERMIT ISSUANCE: For projects draining onto the existing storm drain system in Bradshaw Road, the required level 2 or 3 drainage studies shall include a standard Nolte analysis of the existing public storm drain pipe to demonstrate the existing storm drain meets standard and to identify on- and/or off-site mitigation otherwise.

99. PRIOR TO THE FILING OF A FINAL SMALL LOT TENTATIVE MAP: Record Declaration of Covenants or Covenants, Conditions and Restrictions (CC&Rs) as legal maintenance agreement (or other legally enforceable approach/mechanism, as approved by County Counsel) for any LID implementation on private residential lots to the satisfaction of DWR. The CC&Rs shall include language describing inspections and maintenance responsibilities, and maintenance procedures to be performed by each residential owner. The CC&Rs shall include exhibits showing typical lots, cross-sectional details of the LID areas and the locations of LID features. The CC&Rs shall also indicate that LID features are to remain in perpetuity and are subject

to inspection and enforcement of Sacramento County Code. The CC&Rs shall list Sacramento County as a third-party beneficiary for the LID implemented on private lots. A final draft of the CC&Rs shall be submitted to DWR for review and approval prior to recordation. Proof of recordation is to be provided to DWR prior to improvement plan approval.

100. PRIOR TO APPROVAL OF A REZONE: It shall be demonstrated that requested rezones are consistent with the DMP. Requests to rezone to higher densities than those assumed in the DMP, shall be required to amend the DMP to demonstrate that the drainage and flood control/protection infrastructure is still adequate, or that such infrastructure will be further improved to provide adequate drainage and flood control/protection consistent with County standards and to the satisfaction of DWR.

101. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Pursuant to the Floodplain Management Ordinance, submit to FEMA for a Condition Letter of Map Revision (CLOMR) or Letter of Map Revision (LOMR), as applicable, to remap the existing FEMA floodplain across the entire plan area (watershed areas greater than one square mile). The remapping effort will need to extend sufficiently upstream and downstream (potentially into the City of Sacramento) to the satisfaction of DWR and FEMA. It is ultimately up to FEMA to determine the extent of the remap. The project proponent should start the application process with sufficient time in advance of individual development projects to avoid or at least minimize delays.

102. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Individual projects that will modify the remapped FEMA existing floodplain shall submit to FEMA for a CLOMR to further revise the floodplain due to proposed development. CLOMRs shall be approved by FEMA prior to approval of improvement or grading plans.

103. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Projects that propose LID features within county-maintained detention basins, and/or are required to provide landscape screening around county-maintained detention basins, and/or are required to provide landscape screening around county-maintained detention basins, shall annex to a County established storm utility fee program designed to fund the maintenance of such features.

104. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Detailed level 4 drainage studies for the final design and construction of all proposed drainage, flood control, flood protection, water quality, hydromodification, and Low Impact Development (LID) features, consistent with the DMP as amended, tiering from approved level 2 or 3 drainage studies, and pursuant to current Sacramento County standards, shall be submitted to DWR for review and approval.

105. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: The project proponent shall establish a State-approved maintenance entity for any earthen or other material barrier meant to protect low-lying areas from flooding. DWR shall not be appointed as the maintenance entity for any flood protection earthen or other material barriers.

106. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: The Public Facilities Finance Plan (PFFP) and Urban Services Plan (USP) shall be reviewed and approved by DWR.

107. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Improvement or grading plans associated with the Granite I / Aspen VI basin shall show that the weir to accept peak flows from Morrison Creek will be improved into a hardened structure that can reliably function as a lateral weir, to the satisfaction of DWR.

108. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Provide copies of any applicable state, federal, or South Sacramento Habitat Conservation Plan permits, preserve maintenance agreements, etc., that may limit maintenance activities in or around detention basins, and creeks/drainage corridors.

109. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Improvement plans shall show that long culverts or tunnels connecting otherwise hydraulically independent pumped areas will be equipped with automatic closure structures or gates to prevent flooding propagation into adjacent areas in the event of levee failure or other unforeseen flooding scenario. If an entity other than DWR is responsible for the operation and maintenance of the long culverts, then manually operated closure structures or gates may be acceptable, subject to approval by the operation and maintenance entity.

110. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Provide a detailed Operations and Maintenance Manual for the proposed long culverts under earthen embankments, and any other county-maintained drainage feature that include LID features or is subject to maintenance limitations by other regulatory agencies.

111. PRIOR TO APPROVAL OF IMPROVEMENT OR GRADING PLANS: Provide on- and off-site drainage easements as needed for on- and/or off-site public drainage improvements identified in approved level 4 drainage studies.

112. PRIOR TO APPROVAL OF IMPROVEMENT OF GRADING PLANS: Pay any fee required by the Water Agency Code.

113. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: Record Maintenance Covenants (or similar enforceable approach/mechanism, as approved by County Counsel) for all private SWQ treatment, LID, and hydromodification facilities located outside of private residential lots. Project owner shall provide

a draft copy to DWR for review and approval prior to recordation. Proof of recordation is to be provided to DWR prior to improvement plan approval.

114. PRIOR TO FIELD ACCEPTANCE: Submit as-built grading certification for all constructed drainage and flood control/protection infrastructure to DWR for review and approval. Significant deviations from approved designs will require physical corrections or submission of detailed drainage studies to demonstrate the as-built infrastructure is adequate.

115. PRIOR TO FIELD ACCEPTANCE: Any earthen or other material barrier meant to protect low-lying areas from flooding shall be certified by a licensed Civil Engineer to meet CFR44 65.10 standards.

116. PRIOR TO ISSUANCE OF A BUILDING PERMIT: Obtain a Letter of Map Revision (LOMR) from FEMA as applicable.

117. PRIOR TO ISSUANCE OF A BUILDING PERMIT: All necessary drainage and flood control/protection infrastructure shall be constructed and field accepted.

118. PRIOR TO ISSUANCE OF A BUILDING PERMIT: Provide building pad certifications or initiate finished floor elevation certificate applications to demonstrate proposed structures will be safely above the identified floodplain.

119. PRIOR TO ISSUANCE OF A BUILDING PERMIT: Provide grading and construction details for LID features within private residential lots as applicable.

120. PRIOR TO FINAL OCCUPANCY: Provide finished floor elevation certificates as applicable.

Sacramento County Water Agency (SCWA)

121. AS AN ONGOING MEASURE. Water supply within the Zone 40 boundary will be provided by the Sacramento County Water Agency.

122. AS AN ONGOING MEASURE. All water lines shall be located within the public right-of-way or within easements dedicated to SCWA. Easements shall be reviewed and approved by Sacramento County Water Agency prior to Improvement Plan approval or Final Map approval.

123. AS AN ONGOING MEASURE. Water main layouts provided by the applicant in the planning phase are not reviewed or approved by SCWA. Submit those documents later to SCWA for review after planning approval by the City or County and after establishing a time and materials charge account to pay for SCWA review costs.

124. PRIOR TO FILING OF A FINAL SMALL LOT MAP. Unless otherwise approved by SCWA, no water supply mains shall be located under structures such as box culverts and bridges. If the project will build box culverts and bridges to the ultimate width, water mains shall cross above ground attached to the side of the structure. Structures shall be designed accordingly. If the ultimate

width is not being built, water mains shall cross underground routed outside of and around the ultimate structure footprint. Fifteen (15) foot wide water main easements shall be dedicated for the portion outside of ROW. The crossing shall be approved by the Agency Engineer. Underground crossings and attachments to structures shall be included in the environmental impact analysis. Additional environmental permitting and other associated costs will be at the applicant's expense.

125. PRIOR TO FILING OF A FINAL SMALL LOT MAP. Design and construct water transmission mains and water distribution mains shown in the most recent edition of the SCWA Water System Infrastructure Plan and as required by SCWA for the project. The applicant shall pay for design and construction. SCWA fee credits are available per Title IV Schedule C of the SCWA code for transmission main facilities specifically identified in the Infrastructure Plan Cost Estimate.

126. PRIOR TO FILING OF A FINAL SMALL LOT MAP. Destroy all wells in use and all abandoned wells on the proposed project site and also within the limits of the tentative map in accordance with the requirements of the Sacramento County Environmental Health Division. Clearly show all existing/abandoned/destroyed wells on the improvement plans for the project. All water service within the site and tentative map shall be provided by the SCWA water system, and no wells shall remain in service. All uses of existing wells shall be transitioned to the SCWA water system and provided with suitable new SCWA water services. Prior to abandoning any existing agricultural wells, applicant shall use water from agricultural wells for grading and construction.

127. PRIOR TO FILING OF A FINAL LARGE LOT MAP. Provide a site for groundwater production, groundwater treatment, and water storage facilities as required to the satisfaction of the Sacramento County Water Agency and in accordance with the Zone 40 Water System Infrastructure Plan (WSIP Sept. 2016). If the site cannot be provided, the applicant may propose a treatment plant and storage tank location equivalent to the location identified in the WSIP with the Agency Engineer's approval. Prior to (a.) any improvement plan approval or any (b.) final map recordation, the property owner shall enter into an acquisition agreement with SCWA for purchase of said site including all necessary access and utility easements. The sale price of said site shall be the appraised land value prior to (a.) the date of the first improvement plan approval or (b.) of the first final map recordation, whichever occurs first. These improvements will include a 7-acre water treatment plant and storage tank site (two 2.0-million-gallon storage tanks) with necessary easements, proper ingress and egress and necessary environmental clearances. Additional space may be required if adjoining land-uses necessitate buffer lands. Prior to final acceptance of a site, a comprehensive geotechnical investigation of said site

shall be completed to the satisfaction of the Agency. The geotechnical investigation shall include a soil investigation analyzing, amongst other items, the bearing capacity of the soil, the presence or absence of rock, old excavation and /or fill, the elevations of existing grades and other topographical features that may affect the foundation design and construction, and the general suitability of the site for tank construction. Any site/soil remediation recommendations following the geotechnical analysis shall be at the expense of the applicant.

128. PRIOR TO FILING OF A FINAL LARGE LOT MAP. Project proponents, future successors or interests shall reserve necessary raw water pipe easements for the existing and future well sites to the satisfaction of the Sacramento County Water Agency (SCWA).

Cordova Recreation and Park District (CRPD)

129. PRIOR TO FILING OF A LARGE LOT FINAL MAP: The Landowner(s) or Master Developer(s) shall enter into a Park Development Agreement (Park DA) with the Cordova Recreation and Park District (CRPD). Such agreement shall be in accordance with County Code, Park District requirements provided in its ordinance 06/07-01, and the fee amounts specified in the West Jackson Highway Specific Plan Implementation Level Public Facilities Financing Plan (PFFP). The Park DA shall address, among other things, the design and improvement of all parks within the Project, the Landowner's, or Developers' obligation to construct such parks if they are "turnkey", the timing of park construction, and the credits and reimbursement to which Landowner or developer shall be entitled in connection with the construction of such park improvements upon the Property. Landowner(s) or developer(s) shall pay the costs of preparing the Park DA. Cordova Recreation and Park District may choose to defer this condition until small lot final map if that is more appropriate depending on the unique circumstances of the development proposed for inclusion in the large lot final map.

130. PRIOR TO FILING OF A LARGE LOT FINAL MAP: Owner/Applicant shall work with Cordova Recreation and Park District to annex the real property within the Project to Cordova Recreation & Park District's Community Facilities District No. 2018-01 ("CFD") formed under the provisions of the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et seq.) for the purpose of funding developments' fair share of the cost of maintaining the neighborhood parks, adjacent street frontage Improvements, and the Community Parks utilized by the project residents. All costs associated with annexation into the CFD shall be borne by the Property Owner/Applicant.

131. PRIOR TO CONVEYING PROPERTY TO CORDOVA RECREATION AND PARK DISTRICT: Any wells should be identified and permitted. Inactive wells or wells identified as needing to be destroyed, should be permitted and destroyed according to Sacramento County Code, Section 6.28.040.B.

132. PRIOR TO APPROVAL OF SUBSEQUENT DISCRETIONARY OR NON-DISCRETIONARY PLANNING REVIEWS: Pursuant to Cordova Recreation and Park District's Ordinance Number 06/07-01, Developer shall complete and submit CRPD's Development Review application and deposit to CRPD for all reasonable costs incurred by CRPD associated with and necessary for the development and implementation of the park and recreational amenities to be constructed within the Project to service the residents of the Project; to negotiate and prepare any Agreements required between the Developer and CRPD to implement the Project, preparation of any environmental documents that may be required pursuant to the California Environmental Quality Act; to take all steps necessary to form a financing district to finance the cost of continuing maintenance of the park and recreational improvements constructed within the Project and/or to annex the Project to an existing financing district and for CRPD's participation in the design, inspection and acceptance of Park Sites and Open Space to be dedicated to the District. Developer shall provide a deposit in the amount provided by a CRPD estimate at the time the Development Review application is submitted to CRPD. From time to time, Developer shall make additional advances/reimbursements to the District as set forth in the Funding Agreement.

133. PRIOR TO FILING OF A LARGE LOT FINAL MAP OR A SMALL LOT FINAL MAP IF DEFERRED BY CORDOVA RECREATION AND PARK DISTRICT UNTIL SMALL LOT FINAL MAP AS STATED IN CONDITION OF APPROVAL: The Landowner shall enter into a Park Development Agreement (Park DA) with the Cordova Recreation and Park District. The Park DA shall address, among other things, the design and improvement of all parks within the Project, the Landowner's obligation to construct such parks if they are "turnkey", the timing of park construction, and the credits and reimbursement to which Landowner shall be entitled in connection with the construction of such park improvements upon the Property. Landowner shall pay the costs of preparing the Park DA.

134. PRIOR TO FILING OF A FINAL MAP: All real property transferred to Cordova Recreation and Park District for parks, or open space shall be appropriately zoned to allow public parks as a permitted use without conditions, and will otherwise be free and clear of any past or future taxes or assessments; any liens or encumbrances; and all easements will be disclosed on the tentative map. To the satisfaction of CRPD, any structures, walls, fences, wells or storage tanks must be removed in accordance with all applicable laws and regulations prior to the acceptance of any grant deeds or easements.

135. WITHIN 60 DAYS OF FILING A FINAL MAP THAT CONTAINS A PARK PARCEL OR CONTAINS SINGLE-FAMILY OR MULTI-FAMILY RESIDENTIAL PARCELS AND/OR NON-RESIDENTIAL LOTS CONTRIBUTING TO QUIMBY PARKLAND DEDICATION REQUIREMENTS: Dedicate land through an irrevocable deed of dedication or pay in lieu fees, or both, for park purposes, as required and in

accordance with the procedures and standards set forth in Chapter 22.40, Title 22 of the Sacramento County Code, or as stipulated in the Development Agreement and Park Development Agreement for the project.

136. PRIOR TO FILING OF A FINAL MAP: The developer shall record a Covenant for Active Park Uses notifying all future property owners that a future public park(s) is located within the proposed subdivision, and that the public park may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate vehicular and pedestrian traffic and noise impacts during various times, including but not limited to evening and nighttime hours and that the public park may include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.

137. PRIOR TO THE ISSUANCE OF IMPROVEMENT PLANS: All Park Capital Improvement Plans and Specifications for parks and other areas to be owned and maintained by Cordova Recreation and Park District must be prepared by a licensed landscape architect with necessary subconsultants mutually acceptable to the Cordova Recreation and Park District and the Developer. The responsible landscape architect in charge will be retained throughout the construction process to review the construction and attend construction meetings on a weekly basis during active park construction periods. The responsible landscape architect in charge will be required to authorize changes to the approved plans in coordination with Cordova Recreation and Park District. The Developer will require the responsible landscape architect in charge and the appropriate subconsultants to provide as-constructed plans and certify the project has been constructed per the approved plan and subsequent approved changes to the plans.

138. PRIOR TO THE ISSUANCE OF IMPROVEMENT PLANS OR SMALL LOT FINAL MAP, WHICHEVER COMES FIRST: Developer shall provide adequate drainage facilities to the boundary of the park site at a depth sufficient to accept all drainage requirements for the improved park site. The District and the County shall review and approve the public improvement plans for the street frontages and utilities adjacent to a park site prior to installation. Cordova Recreation and Park District will provide an approval signature on cover sheet of final approved plan to demonstrate approval and compliance with this condition.

139. PRIOR TO THE ISSUANCE OF IMPROVEMENT PLANS: Provide utility stubs into the park site for water, drainage and sewer on Improvement Plans. If a natural gas utility is provided with the WJHMP project, then a natural gas stub shall be provided on large neighborhood park sites, community park sites, and where otherwise specified by the District. The District shall give written approval for all locations of water, drainage, and sewer utility service points of connection on all land to be dedicated or maintained by the Cordova Recreation and Park District, prior to approval of infrastructure construction

documents. While typical Public Utility Easements with underground utilities can be located on park property, the non-park related utility service cabinets, pedestals, or other above ground structures shall not be located on land to be dedicated for park purposes wherever possible. For projects that include or are adjacent to CRPD sites, the developer shall coordinate utility cabinet locations for the "joint trench" utilities (electric, telephone, cable, fiber optic) with Cordova Recreation and Park District where it involves such site or its frontage. Cordova Recreation and Park District acknowledges that final approval of location and design of "joint trench" utilities are made by the utility. Cordova Recreation and Park District will provide an approval signature on cover sheet of final approved improvement, utility and joint trench plans to demonstrate approval and compliance with this condition.

140. PRIOR TO FINAL INSPECTION OF THE ROUGH GRADING PLAN: Developer shall rough grade the park site to a generally uniform elevation pursuant to the capital improvements plans and specifications approved by the Cordova Recreation and Park District so that there are no excessive amounts of dirt or depressions.

141. PRIOR TO FINAL INSPECTION OF THE ROUGH GRADING PLAN AND ACCEPTANCE OF A PARCEL FOR OWNERSHIP BY CRPD: Developer will conform to Section 2 Grading – subsection 2.01 Park Site Criteria of the Cordova Recreation and Park Design and Construction Standards Manual and provide test results demonstrating compliance. This document is available to the public through CRPD's website.

142. PRIOR TO ISSUANCE OF BUILDING PERMIT FOR ADJOINING LOT/LOTS; OR AT PARK CONSTRUCTION: Where the park site abuts land uses other than public street frontages, open space, and schools, the Developer shall install a six foot high masonry wall or decorative metal fencing or fencing otherwise approved by Cordova Recreation and Park District, which will be built to the specifications of the Cordova Recreation and Park District and PER.

The approved wall or fence shall be installed when CRPD is ready to develop the park or when the construction on the adjoining lots commences, whichever comes first. The wall is to be located on the adjacent owner's property.

143. PRIOR TO A FINAL MAP FILING AND IMPROVEMENT PLAN APPROVALS (ON GOING THROUGHOUT THE IMPLEMENTATION OF THE DEVELOPMENT): Developer shall deliver to the County a certificate from the Cordova Recreation and Park District stating that all Administrative and Plan Review Fees required by the District have been paid and the Park Development Agreement has been executed.

144. AFTER SUBDIVISION MAP APPROVAL: Developer shall provide public information noticing new property owners of planned Active Recreational Park use which encumbers all lots within 1,000 feet of any park site. The public

notice must be in a form approved by the Cordova Recreation and Park District.

145. PRIOR TO BUILDING PERMITS: Developer shall install signage on all park sites notifying surrounding residential units of future park construction and identifying the park size, type, proposed amenities and anticipated construction schedule. Cordova Recreation and Park District will have final approval of the sign prior to installation. Developer shall maintain the signage in good condition until park construction is complete.

146. PRIOR TO BUILDING PERMIT (OR OCCUPANCY PERMIT IF FEE DEFERMENT IS REQUIRED BY STATE LAW): Pay a Park Development Fee in the amount described in the Park Development Agreement per single family dwelling unit and an equivalency amount for other dwelling unit types and non-residential uses. Pay a Park Development Impact Fee for non-residential property in the amount described in the Park Development Agreement.

147. PRIOR TO ACCEPTANCE OF A PARK PARCEL FOR OWNERSHIP BY CRPD OR PRIOR TO PARK CONSTRUCTION, WHICHEVER COMES FIRST: Developer shall construct all necessary street frontage improvement abutting the dedicated park site including, but not limited to, on street parallel parking, vertical curb, gutter, street paving, utilities (water, sewer, electrical, storm drain, phone, and gas), street lights, and sidewalks.

Sacramento Area Sewer District (SacSewer)

148. PRIOR TO THE SUBMITTAL OF IMPROVEMENT PLANS: Annexation through the Sacramento Local Agency Formation Commission (LAFCo) to SacSewer's service areas will be required for sewer service.

149. PRIOR TO THE SUBMITTAL OF IMPROVEMENT PLANS: The project has an approved Level 2 sewer study. For this project, SacSewer requires a Level 3 sewer study prior to the submittal of improvement plans for plan check to SacSewer. The sewer study shall demonstrate the quantity of discharge and any "flow through sewage" along with appropriate pipe sizes and related appurtenances from this subject and other upstream areas and shall be done in accordance with SacSewers' most recent "Minimum Sewer Study Requirements". The study shall be in conformance with SacSewer's most recent System Capacity Plan and done on a no "Shed-Shift" basis unless approved by SacSewer in advance and in compliance with SacSewer Design Standards.

150. PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS: To obtain sewer service, construction of SacSewer sewer infrastructure will be required. The SacSewer Standards and Specifications at the time of approval of improvement plans shall apply to any offsite or onsite public sewer construction or modification.

151. PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS: All onsite sewer plans and offsite sewer plans must be submitted separately to SacSewer for review and approval.

152. PRIOR TO THE APPROVAL OF IMPROVEMENT PLANS: Unless otherwise approved by SacSewer, construction of sewer mainlines is prohibited within 100-year flood plains. The location of the 100-year flood plain must be shown on the improvement plan.

153. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits. SacSewer does not guarantee sewer service or system capacity, either permanent or interim, to the property until the property obtains proper permits to connect to the system and pays all sewer impact fees.

Sacramento Metropolitan Fire District (SMFD)

154. PRIOR TO FILING OF A FINAL MAP: The final fire station location(s) shall be determined through coordination with Metro Fire representatives. Evidence of an option agreement shall be provided to Sacramento County prior to the approval of the first small lot final subdivision map triggering the need for an urban level of fire protection service.

155. PRIOR TO APPROVAL OF A SMALL LOT TENTATIVE SUBDIVISION: Applicants/Developers shall participate in an interim fire protection service CFD (or other funding mechanism deemed appropriate by the County and SMFD) that ensures sufficient funding of fire protection services in early phase(s) of the projects where property taxes are insufficient to cover the cost of providing the required level of fire protection service. The CFD (or other mechanism) must be formed prior to filing of small lot tentative subdivision maps, and applicants/developers must cooperate with SMFD to determine the necessary funding amounts to be included in the CFD prior to its formation. The CFD shall be formed with the first project moving forward with development (post master plan entitlements), and subsequent projects shall annex into the CFD.

Sacramento Municipal Utility District (SMUD)

156. AS AN ONGOING MEASURE: SMUD has existing overhead 69kV and 12kV facilities throughout the project footprint that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

157. AS AN ONGOING MEASURE: SMUD has existing underground 12kV facilities throughout the project footprint that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

158. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. Applicant shall be responsible for confirming with SMUD appropriate/acceptable landscaping including placement within the easement area. SMUD reserves the right to prune & remove trees that encroach into the easement area. Applicant shall submit landscape improvement plans with small lot final map or building permit as applicable. New landscaping improvements within a SMUD easement area shall be restricted to a maximum height of fifteen feet tall at full maturity.

159. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. Applicant is further made aware that the proposed location of any relocated facilities will be subject to SMUD's vegetation management practices including restrictions of 15 feet high at full maturity and placement of trees within SMUD easements. Applicant shall bear cost to remove vegetation or trees located within proposed new facilities area and SMUD retains the right to engage in customary vegetation management practices at proposed new location after facility relocation. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval.

160. AS AN ONGOING MEASURE: SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs, including but not limited to vegetation management, tree pruning or removal, weed abatement and application of weed abatement material, and a height restriction of fifteen feet tall at full maturity. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval.

161. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).

162. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: In the event the County requires an Irrevocable Offer of Dedication (IOD) for future roadway

improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for underground facilities and appurtenances adjacent to the County's IOD. Landscaping improvements placed within the IOD or 12.5-foot PUE shall be subject to SMUD's landscaping and tree placement guidelines and SMUD's regular vegetation management practices including but not limited to restriction of 15 feet high at maturity and spacing as well as tree pruning, removal, or other standard vegetation management activities. Applicant shall submit landscape improvement plans with small lot final map or building permit as applicable as a condition of approval.

163. AS AN ONGOING MEASURE: The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and- Construction-Services.

164. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: The Applicant shall dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights-of-ways. The 12.5-foot PUE shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's vegetation management practices including but not limited to tree pruning, removal, and weed abatement and a height limit of fifteen feet at full maturity. Applicant shall submit landscape improvement plans with small lot final map or building permit as applicable as a condition of approval.

165. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: The Applicant shall dedicate any private drive, ingress and egress easement, and 10- feet adjacent to each side thereof as a public utility easement for underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. The private drive and 10-foot adjacent PUE shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's landscaping and tree placement guidelines including but not limited to tree pruning, removal, and weed abatement and a maximum allowable height of fifteen feet at full maturity. Applicant shall submit landscape improvement plans small lot final map or building permit as applicable as a condition of approval.

166. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.

167. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: The Applicant shall dedicate a 25-foot easement for future 69 kV routes that will be required to connect the new substation into SMUD's Distribution System. Associated future

overhead 69 kV will be installed according to the proposed routes previously provided by SMUD, subject to change based on system needs. If a 12.5-foot Public Utility Easement (PUE) is also required along these streets, the 12.5-foot PUE will be located directly adjacent to the street right-of-way, with the 20-foot 69 kV easement directly adjacent to the PUE. In cases where the 69KV easement is adjacent to a 12.5 PUE the 69KV easement can be reduced to 15'. The 12.5-foot PUE as well as 69kV easement shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's vegetation management practices including but not limited to tree pruning, removal, a height limit of fifteen feet tall at full maturity and weed abatement. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval.

168. AS AN ONGOING MEASURE: The Applicant shall disclose existing or proposed 69kV electrical facilities to future and/or potential owners.

169. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: The Applicant shall designate land for electric substations to be acquired by SMUD with an approximate size of 250-feet by 250-feet of net useable area (approximately 62,500-square-feet of net usable area). There shall be no deviations from this requirement until SMUD's Grid Planning section evaluates design criteria for the site.

170. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: It is SMUD's preference that substations be placed in areas that are zoned Industrial or Commercial. Prior to the Map Filing of the final map, the exact size and location of the substation site shall be determined by mutual agreement of SMUD and the Applicant.

171. AS AN ONGOING MEASURE: Substation sites shall be unencumbered; the sites shall not contain jurisdictional wetlands, sensitive species, cultural resources, or hazardous wastes or materials.

172. AS AN ONGOING MEASURE: The Applicant shall identify SMUD's transmission line easement as a "Restricted Building and Use Area" on the subject map. The transmission line easement area shall be subject to SMUD's direction on suitable landscaping and tree placement within the easement area and such landscaping shall be subject to SMUD's vegetation management practices including but not limited to tree pruning, removal, a height restriction of fifteen feet tall at full maturity, and weed abatement. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval.

173. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: SMUD occupies a transmission line easement within the boundaries of the subject map and certain uses are not permitted or compatible with the safety, operation, or maintenance and construction of our transmission line facilities. If the Applicant proposes any use within the transmission line easement, the

Applicant shall route its plans to SMUD for review. Additionally, the transmission line easement area shall be subject to SMUD's landscaping and tree placement guidelines within the easement area, including but not limited to species type and height restriction of fifteen feet tall at full maturity, and such landscaping shall be subject to SMUD's vegetation management practices including but not limited to tree pruning, removal, and weed abatement. Applicant shall submit landscape improvement plans with tentative or final map as a condition of approval. For more information regarding transmission encroachment, please visit: https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way.

174. PRIOR TO APPROVAL OF IMPROVEMENT PLANS: Prior to the issuance of any grading or building permits, the Applicant or its designee shall obtain a joint-use agreement from SMUD consenting to proposed development within SMUD's transmission line easement. Please contact SMUD's Property Administrator for application procedures.

Sacramento Regional Transit District (SacRT)

175. PRIOR TO THE FILING OF THE FIRST SMALL LOT SUBDIVISION MAP OR ISSUANCE OF A BUILDING PERMIT WHICHEVER COMES FIRST: Applicant shall implement a funding mechanism to pay for fixed-route transit operations as described in and consistent with the West Jackson Highway Master Plan (WJHMP), the WJHMP Public Facilities Finance Plan (PFFP), and the WJHMP Urban Services Plan (USP). This shall be accomplished through the annexation to CSA 10 or formation of an equivalent services district.

176. PRIOR TO THE FILING OF THE FIRST SMALL LOT SUBDIVISION MAP OR ISSUANCE OF A BUILDING PERMIT WHICHEVER COMES FIRST: The funding mechanism shall result in an annual service charge, fee, tax, or similar mechanism on each newly established residential and non-residential unit to fund all aspects of transit service described in the PFFP and USP, including capital, maintenance, and operational costs.

177. PRIOR TO THE FILING OF THE FIRST SMALL LOT SUBDIVISION MAP OR ISSUANCE OF A BUILDING PERMIT WHICHEVER COMES FIRST: The funding mechanism shall be approved by Sacramento County Engineering – Special Districts.

178. PRIOR TO THE FILING OF THE FIRST SMALL LOT SUBDIVISION MAP OR ISSUANCE OF A BUILDING PERMIT WHICHEVER COMES FIRST: The funding mechanism will be administered by the County; transit service provided by SacRT pursuant to this Project and receipt of these funds would be done by way of a service agreement between SacRT and the County.

179. PRIOR TO THE FILING OF THE FIRST SMALL LOT SUBDIVISION MAP OR ISSUANCE OF A BUILDING PERMIT WHICHEVER COMES FIRST: Project Applicant shall coordinate with SacRT to construct bus turnouts and bus stops.

Southgate Recreation and Park District (SRPD)

180. PRIOR TO FILING OF THE FIRST FINAL LARGE LOT MAP OR APPROVAL OF THE FIRST TENATIVE SUBDIVISION MAP, WHICHEVER SHALL OCCUR FIRST AND PRIOR TO THE ADOPTION OF THE IMPLEMENTATION LEVEL PFFP AND USP: The Applicant shall develop and secure approval from Sacramento County, Southgate Recreation & Park District, and Cordova Recreation & Park District a detailed trail master plan. This plan shall delineate specific trail alignments, including all water body/creek crossings, road crossings, and the side of the street regional, conventional, and local trails will occur. The detail shall include connections to schools, parks, and commercial area as well as regional and conventional trail alignments in and through Districts 1 and 2. Conceptual alignments and connections shall be provided in and through the FPAs. The trail construction and maintenance costs shall be included in the implementation level public facilities financing plan(s) for the plan area.

181. AS AN ONGOING MEASURE: Parks less than 2 acres in size, those fronting on major roadways such as arterials or thoroughfares, and parkland without District approved fencing or walls between land uses, are discouraged in the SRPD service area and shall not be accepted without advance approval by SRPD.

ADVISORY NOTICES

The following conditions are draft advisory conditions which may apply to subsequent entitlements (such as maps, rezones, conditional use permits, etc.) after approval of the West Jackson Highway Master Plan project. This list is not exhaustive and is subject to change based on new standards at the time of application submittal.

DWMR

182. Commercial or industrial developments must be planned and constructed to allow waste generators to sustain adequately sized, separate collection containers for required solid waste, recycling, and organic collection services. Collection containers should be located within an enclosure or, in the absence of an enclosure, conveniently located near a building, pursuant to the on-site storage requirements outlined in Sacramento County Code (SCC) Section 6.20.400. The site plan and waste enclosure plan (if applicable) must include language stating that "the waste enclosure(s) and waste collection containers shall be adequately sized and serviced with adequate frequency to provide for solid waste, recycling, and organic collection."

183. Commercial solid waste, recycling, and organic collection services are provided by private commercial waste haulers operating with a valid County Franchise. This commercial development must be planned to accommodate commercial waste hauler collection vehicles and ensure safe collection of waste containers, such as avoiding overhead utility lines and reversing onto public roadways pursuant to the requirements of SCC Section 6.20.400.

Contact individual haulers to determine collection vehicle clearances and collection container dimensions to assist with the proposed development. A list of commercial waste haulers who provide regular, ongoing collection services and hold a current valid County Franchise are available on our website at: https://wmr.saccounty.gov/Pages/Franchisee-Listing.aspx

184. Sacramento County, Department of Waste Management and Recycling (DWMR) provides residential solid waste collection services within the unincorporated areas of Sacramento County. Upon final inspection, any new single-family residential dwelling shall subscribe to residential solid waste, recyclable material, and organic material collection service provided by DWMR.

185. Residential subdivisions must be planned to accommodate DWMR collection vehicle specifications, for example turning radius and clearances. These specifications are available from DWMR upon request.

186. Multifamily developments must be planned and constructed to allow waste generators to sustain adequately sized, separate collection containers for required solid waste, recycling, and organic collection services. Multifamily properties are required to place recyclable material containers and organic material containers in a location or locations at least as convenient to tenants as the solid waste containers and prominently post and maintain signs on or near the containers that describe what materials are required to be source separated. Collection containers should be located within an enclosure or, in the absence of an enclosure, conveniently located near a building, pursuant to the on-site storage requirements outlined in SCC Section 6.20.400. The site plan and waste enclosure plan (if applicable) must include language stating that "the waste enclosure(s) and waste collection containers shall be adequately sized and serviced with adequate frequency to provide for solid waste, recycling, and organic collection."

187. Multifamily solid waste, recycling, and organic collection services are provided by private commercial waste haulers operating with a valid County Franchise. A multifamily development must be planned to accommodate commercial waste hauler collection vehicles and ensure safe collection of waste containers, such as avoiding overhead utility lines and reversing onto public roadways pursuant to the requirements of SCC Section 6.20.400. Contact individual haulers to determine collection vehicle clearances and collection container dimensions to assist with the proposed development. A list of commercial waste haulers who provide regular, ongoing collection services and hold a current valid County Franchise are available on our website at: https://wmr.saccounty.gov/Pages/Franchisee-Listing.aspx

188. All construction and demolition projects, and any alteration or addition project with a job value of at least $200,000 or more that generate construction and demolition (C&D) debris are subject to California Green Building Standards (CALGreen) Code, requiring a minimum 65% of

nonhazardous construction and demolition debris be diverted from the landfill and recycled or salvaged for reuse. DWMR administers and enforces the CALGreen Code requirement pursuant to Article 6 of SCC Chapter 6.20. If the project is subject to these requirements, conditions will be placed on your building permit and a Waste Management Plan (WMP) must be approved prior to the issuance of any building permits associated with this project. Specific requirements can be found on our website at: https://wmr.saccounty.gov/Pages/Construction-Demolition-Debris.aspx

189. Kiefer Landfill, a County owned and operated landfill, is located approximately 6 miles from the easternmost point of this project. Due to the nature of operations that occur at the landfill, projects within a one-mile radius or 2000' buffer zone shall be accompanied by disclosures recorded on deeds to the following effect: acknowledging the pre-existence and proximity of Kiefer Landfill and the waste disposal activities that occur there. Sample disclosures can be provided by DWMR upon request.

SMFD

190. Subsequent applications, including time extensions, may be subject to additional SMFD Fire Conditions beyond those listed above. Fire conditions will only be added when significant life safety issues require remediation.

SRPD

191. Where no on-site land will be required for parkland, PRIOR TO FILING OF FINAL MAP pay in lieu fees for park purposes, as required and in accordance with the procedures and standards set forth in Chapter 22.40, Title 22 of the Sacramento County Code, or as stipulated in a Development Agreement for the project.

192. Where parkland is included in the tentative map, PRIOR TO FILING OF THE FINAL MAP provide geotechnical reports and phase 1 reports that cover the prospective park site to the SRPD.

193. Where parkland is included in the tentative map, PRIOR TO ISSUANCE OF LAST CERTIFICATE OF OCCUPANCY dedicate the park site, shown on the tentative map, to the District. The SRPD will accept the park site after it has passed SRPD and County inspections and the SRPD has received a current, clear title report and title insurance. Note, any area within the park site encumbered by easements, excluding the PUE, encroachments, within 35-feet of major roadways, County policy, private restriction, will not be granted Quimby credit and will not count towards Quimby parkland credit. Similarly, land adjacent to large roadways will not be acceptable unless buffered by another use, such as a wide landscape corridor, regional bike trail with large buffer, or other compatible use.

194. PRIOR TO IMPROVEMENT PLAN APPROVAL the Developer shall assure that the parkland to be dedicated to the SRPD is designed pursuant to current County Standards. SRPD shall review and approve improvement plans for the park site. The park site shall include the following improvements that will not be reimbursed by the Community Plan Development Impact Fee Program: rough grading; adjoining streets with street lights fronting on the park; vertical curbs that extend 10 feet beyond the park site; a 6-foot wide attached concrete sidewalk on all park frontage streets; ADA compliant street crossings and curb ramps, including raised pedestrian crossings; and all utilities stubbed to the park site including water service stub to park property, box and gate valve; electric and phone service stubbed to park property and secondary service box, storm drainage stubs, and sewer stubs. All lots that back- or side-onto the park site shall have 6-foot-high masonry walls adjacent to the park property on the adjacent residential lot.

    If a turn-key park is proposed, park site infrastructure improvements and permit fees to be paid by the developer may be eligible for reimbursement from the Master Plan Development Impact Fee Program including permit fees for the park site including building, sewer, water meter, water development, and drainage fees. SRPD shall accept the park site after it has passed SRPD and County inspections, and SRPD has received a current, clear title report and title insurance. The Developer shall be reimbursed for only those improvements and/or fees included in the Master Plan Development Impact Fee Program. The developer is responsible for paying for any cost shortfall if the drainage fees and Zone 40 water fees are more than the estimated costs included in the financing plan. Turn-key park development is subject to SRPD approval and requires a development requirement agreement.

195. PRIOR TO ISSUANCE OF LAST CERTIFICATE OF OCCUPANCY dedicate the park site, shown on the tentative map, to the SRPD. The SRPD will accept the park site after it has passed SRPD and County inspections and the SRPD has received a current, clear title report and title insurance.

196. PRIOR TO IMPROVEMENT PLAN APPROVAL the Developer shall provide improvement plans and specifications to the SRPD for review and approval pursuant to current SRPD and County Standards for all lots and easements proposed to be owned or maintained by SRPD. SRPD requires civil plan overlays relevant to infrastructure within the proposed lots to be provided and reviewed by SRPD staff prior to acceptance.

197. WITH THE FILING OF THE FINAL MAP the Developer shall annex this subdivision to the Southgate Recreation and Park Community Facilities District No. 5 (West Jackson Highway). The Developer shall consent to the inclusion of this subdivision within the Southgate Landscaping and Lighting Assessment District – East or West Vineyard Area. The Developer shall be responsible for notification to all subsequent purchasers of parcels of land of the inclusion

within said financing districts. These financing districts will be established by Southgate for the purposes of funding maintenance and operations; additional park and recreation capital improvements, and programs.

198. WITH THE FILING OF THE FINAL MAP this subdivision shall be included in the Southgate Recreation & Park component of the West Jackson Highway Public Facilities Financing Plan as determined by the Sacramento County Board of Supervisors. SRPD reserves the right to revise parkland dedication requirements and financing mechanisms to adapt to changes resulting from modifications to the policy or the creation of a new plan by the County of Sacramento.

ACRONYMS AND ABBREVIATIONS

Hearing Bodies and Advisory Committees			
BS	Board of Supervisors	COPC	Planning Commission
PRC	Project Review Committee		
Entitlements			
CPB	Community Plan Amendment – BS	DGB	Development Agreement – BS
GPB	General Plan Amendment - BS		

COUNTY OF SACRAMENTO
CALIFORNIA

APPROVED
BOARD OF SUPERVISORS
JUL 23 2019
Florence Evans
BY Clerk of the Board

For the Agenda of:
July 23, 2019
2:15 PM

To: Board of Supervisors

Through: Navdeep S. Gill, County Executive

From: Ron Vicari, Director, Department of Transportation

Subject: Transportation Workshop for the Jackson Corridor Development Projects Transportation Mitigation Strategy (West Jackson Highway Master Plan (PLNP2008-00240), Jackson Township Specific Plan (PLNP2011-00095), NewBridge Specific Plan (PLNP2010-00081), and Mather South Community Master Plan (PLNP2013-00065)

District(s): Kennedy, Nottoli

RECOMMENDED ACTION

1. Receive and file this informational report; and
2. Adopt the Jackson Corridor Development Projects Transportation Mitigation Strategy Policy.

BACKGROUND

On July 28, 2015 County staff conducted a transportation focused workshop at the Board of Supervisors (Board) regarding unique solutions to enhance and better manage a transportation network to serve the proposed development along the Jackson Highway Corridor (Attachment 1). Since that time staff and developers have worked collaboratively to complete the joint traffic impact analysis, identify mitigations, develop a transportation mitigation strategy, initiate the development of finance plans, and define implementation of TDM & Transit services and trail systems. Today's workshop will provide an overview on the following items:

- Status of Proposed Jackson Corridor Trip Reduction Services/Transit Network and the Trail Network
- Jackson Corridor Joint Traffic Analysis and Findings
- The proposed Jackson Corridor Development Projects Transportation Mitigation Strategy

The Jackson Corridor Trip Reduction and Transit Network Services

The General Plan includes specific policies and provisions to guide new development towards a "Smart Growth" model of land use that integrates land uses, transportation infrastructure, and promotes trip reduction to encourage alternative modes of travel that reduce single occupancy vehicle trips. The County has collaborated with the Jackson Corridor developers to include proposed trip reduction and transit network services to promote alternative modes for travel within the Jackson Corridor.

Trip Reduction Services. Trip Reduction Services will be provided to the residents and businesses within the Jackson Corridor and will be phased-in as development occurs. Phasing-in the services like rideshare matching and vanpooling allows trip reduction behavior to be established in the early phases of development even though there is insufficient occupancy to fund larger services like transit. These services may include, but shall not be limited to:

- Commute Trip Reduction Program Support Services
- Rideshare Matching and Vanpool coordination
- Commuter Financial Incentives
- Telework and/or Flextime Support
- Guaranteed Ride Home Services
- Parking Management
- Shared Parking Coordination
- Special Event Transport Management
- Marketing and Promotion
- Transportation Access Guides
- Wayfinding and Multi-Modal Navigation Tools
- Transit Services
- Transit Improvements

The County and Jackson Corridor developers recognize that recent, and anticipated future advancements in technology and transportation network

companies have occurred subsequent to the adoption of the General Plan policies requiring provision of transit service (i.e. bike share, car share, scooter, autonomous shuttle, etc.). Because the goal of these policies is to improve air quality and reduce greenhouse gas emissions by encouraging alternate modes of travel, alternatives to these Trip Reduction Services may be considered by the County if it can be demonstrated that an equivalent reduction in vehicle miles traveled or transportation mode split can be achieved.

Transit Services. One component of the Trip Reduction Service is transit. Sacramento Regional Transit (RT) is the transit service provider for the Jackson Corridor area. Currently, transit service in the Jackson Corridor is very limited.

In order to meet the intent of General Plan Policy, County staff along with representatives of RT, the Jackson Corridor development project applicants, and DKS Associates identified an appropriate transit network and service frequency to connect the various land uses proposed in the Jackson Corridor and provide for connections to the existing Light Rail Transit network. A separate transit network was developed to support each project as a standalone transit system, but would also serve as a cohesive and complimentary transit system that will operate efficiently together when more than one project is completed.

The resulting transit network consists of three separate transit lines, each operating at 15/30-minute headways during peak/off peak operating hours. The transit analysis assumed the inclusion of transit queue jumps, transit signal priority and bus only lanes at major signalized intersections on Bradshaw Road (Kiefer Blvd to Rock Creek Parkway) and on Jackson Road (Watt Avenue to Excelsior Road) to minimize delays to transit operations on these heavily used roadway segments. Ultimately this transit network ridership is anticipated to exceed 16,500 daily passenger boarding's. Refer to Attachment 2 for the transit network.

The Jackson Corridor developers will be required to identify the costs of implementing and operating these Trip Reduction and Transit Network Services and recommending a plan of financing of the identified service costs in their finance plan. A financing mechanism shall be established and the resulting annual service charge, fee or tax, or other mechanism shall be imposed on each residential unit and non-residential unit to fund all aspects

of the Trip Reduction and Transit Network Services, including, but not limited to, capital, maintenance, and operational costs.

The Jackson Corridor Trail Network

A community that includes an extensive network of off-roadway trails for walking and bicycling not only provides for an environment that supports alternative modes of travel, but will also provide for much needed health-oriented forms of commuting and recreation. County staff from the Departments of Transportation, Regional Parks, and Community Development, along with the Jackson Corridor applicants have collaborated in developing an integrated network of off-roadway trails that will connect future residential communities with schools, parks, transit centers, employment centers, and commercial areas. The trail network (Attachment 3) will also provide connectivity to the existing and planned regional trail networks, including connectivity to the American River Parkway.

Three trail cross sections have been developed to provide for the varying needs of the trail users and to best fit into the land use context: local trails (8-foot wide paved surface), conventional trails (10-foot wide paved surface), and regional trails (12-foot wide paved surface). The trail corridors will be located along the various creeks and water courses or adjacent to but separated from a roadway.

Attachment 3 shows the proposed trail network within the Jackson Corridor. To preserve the intent of the trail plan of providing off-roadway trails that connect residential communities with schools, parks, transit centers, employment centers, and commercial areas, the proposed trail plan is intended to be a living document that is enhanced and adjusted as more detailed specific land uses and maps are considered in the future.

An enhanced crossing is identified at locations where trails cross a major roadway or at locations near schools and parks where inexperienced or younger users may be present in greater numbers. The enhanced crossings may include grade separation structures, signalized trail crossing, raised crossing tables, roadway chokers and, special signs, markings, and lighting. Of special note, two bridge crossings of the Folsom South Canal are proposed to improve the east-west mobility due to the limited number of roadway crossings of the Folsom South Canal.

It is anticipated that most of the local trail network which serves local communities would be implemented concurrently with the building of those communities. However, conventional trails within open space and creek corridors as well as trails that provide regional connectivity should be included in the finance plan to minimize gaps in trail connectivity and to provide assurance that the trail can be implemented when needed by the community. Approximately 38% of the cost of the regional trails is included in the Sacramento County Transportation Development Fee to account for the share of trips from outside the development; this reduces the Jackson Corridor applicants cost share for these trails.

The Jackson Corridor Joint Traffic Analysis

Since the four Jackson Corridor development areas (West Jackson, Jackson Township, NewBridge & Mather South) are being processed in the same relative timeframe, County staff and the applicants collaborated on having an overlapping traffic analysis conducted that would evaluate the transportation related impacts of each individual project as stand-alone projects as well as the transportation impacts of all four projects combined. Substantial coordination with the applicants and adjacent jurisdictions, including the Cities of Sacramento, Rancho Cordova, Elk Grove, and Folsom in addition to Caltrans and the Capital Southeast Connector Joint Powers Authority, led to agreement on the area to be studied for transportation impacts. The resulting study area includes 261 roadway segments and 164 intersections within an area bounded by US 50 on the north, Calvine Road on the south, Power Inn Road on the west and Grant Line Road on the east. This analysis was recently completed and identifies impacts to 72 roadway segments, 48 intersections, 32 functionality roadways, and 12 freeway facilities. The analysis also determined the proportional share of the traffic impacts generated by each plan area. A summary of the overlapping roadway facilities impacted by the projects are included in Attachments 4 and 5.

Mitigating Transportation Impacts in the Jackson Corridor

Funding of Transportation Improvements.
In the past, each development area had an independent finance plan that was structured to fund 100% of the transportation improvements needed to mitigate impacts from that plan area. This works well for smaller, individual development areas; however, where there are multiple adjacent development areas, each finance plan would include some identical

improvements. Under past practice this created overlapping funding requirements that result in excessively high fees because the combined plans fund more than 100% of the improvement costs.

To resolve this issue, the Department of Transportation has been working collaboratively with Planning and Environmental Review, Special Districts, and applicants to develop strategies for funding and implementing transportation mitigations and other improvements to support the Jackson Corridor developments. Staff has prepared the Transportation Funding Strategy (Attachment 6) to fund regional and local roadway improvements, transit facilities, trails, and cross-jurisdictional impacts within adjacent cities and the state highway system. This Strategy will guide the preparation and implementation of public facilities financing plans for the Jackson Corridor developments including related mitigation fee programs and other financing mechanisms. Part of this funding strategy recognizes the overlap in transportation projects and provides for each plan area to fund its fair share of the improvement costs based on their proportion of traffic impacts determined in the traffic analysis. Under this methodology the projects are not funded in excess of 100% and there are sufficient funds to build the all the improvements required of all four plan areas.

Implementation of Road and Intersection Mitigation Measures. The County has long strived to ensure that the investments in transportation infrastructure keep up with the growth in land use development, such that the construction of roadway segment and intersection improvements occur in a timely manner along with the development creating the impacts. In past years, the County has instituted improvement triggers associated with the number of dwelling units built in the development plan area. Under this program, specific improvements are required to be constructed prior to the issuance of building permits for a specified number of units within the plan area. While this has been effective on smaller scale developments, it does not always dictate the appropriate timing and location of improvements to be constructed on large specific plans. This approach also has the potential of burdening smaller developments with a disproportionately high cost to construct multiple improvements that are triggered due to timing of their project relative to other development projects in the plan area.

Staff has been working on an alternative approach for implementing the necessary improvements to mitigate the transportation impacts in the Jackson Corridor. This approach, known as the Jackson Corridor Development Projects Transportation Mitigation Strategy, is much more

attuned to the actual size and location of incremental development projects, and helps to assure an efficient use of transportation funds on the improvements to support the development potential in an area as large as the Jackson Corridor.

Transportation Mitigation Strategy. The Department of Transportation has been developing the Transportation Mitigation Strategy (Attachment 7) in consultation with Planning and Environmental Review, Special Districts, and the Jackson Corridor developers to address the implementation of regional roadway and intersection mitigation projects resulting from the impacts of the Jackson Corridor development projects. The purpose of this Transportation Mitigation Strategy is to identify and provide for the construction of improvements to mitigate each development project's transportation impacts, such that the construction of the improvements occur in a timely manner along with the development creating the impacts. The Transportation Mitigation Strategy is intended to replace the existing trigger-based methodology described above (currently being used in the North Vineyard Station and Florin-Vineyard Gap plan areas). The Transportation Mitigation Strategy provides for the construction of mitigation improvements that more directly relate to the impacts of an incremental development project in terms of proximity and size of the development, and to build mitigation improvements commensurate with the fees generated from the incremental development.

Each time an application for development is submitted to the County in the Jackson Corridor this amount of development will be known as the "development increment". The type of development, along with its geographical location, will be input into the County's "Dynamic Implementation Tool" (which is described below) and roadway facilities impacted by the specific development increment will be identified. The information generated by the Dynamic Implementation Tool will assist the Department of Transportation in identifying improvements to mitigate the impacts of traffic caused by each development increment. Before the Department of Transportation uses this information to assign construction responsibility, the development increment's financial obligation for these improvements, known as the "fee increment", will be determined based on the number of dwelling units and the adopted plan area transportation fees to verify that the cost of the improvements is commensurate with the funding generated by the development increment. The Department of Transportation will then assign "build improvements" to the development increment that are commensurate with its fee increment.

Dynamic Implementation Tool. The Dynamic Implementation Tool (Tool) is a computer program created specifically for the Jackson Corridor based on the joint traffic analysis. While the traffic analysis identifies the transportation impacts of full build out of the proposed land uses, the Tool can identify the impacts incremental development would have on the transportation network. For any amount of development that might be implemented in the Jackson Corridor, the Tool is capable of estimating the vehicle trips that would be generated, where those new vehicle trips would go, and if the addition of those new vehicle trips causes any roadway segments or intersections to operate at an unacceptable level of service. In this way, the Department will be capable of monitoring and managing the transportation network proactively and assigning improvements where the growth occurs in the Jackson Corridor.

Staff is recommending that the Board adopt the Transportation Mitigation Strategy Policy as set forth in Attachment 7. In addition to describing the processes for identifying and assigning build improvements to incremental development projects, the Mitigation Strategy includes policies pertaining to the delivery and construction of build improvements, ongoing administration and updates to the Mitigation Strategy and the Tool, and an appeal process. With the Board's adoption, the Mitigation Strategy will be incorporated into the financing plans, conditions of approval, development agreements and other documentation that will be completed as part of the approval of the Jackson Corridor development projects.

FINANCIAL ANALYSIS

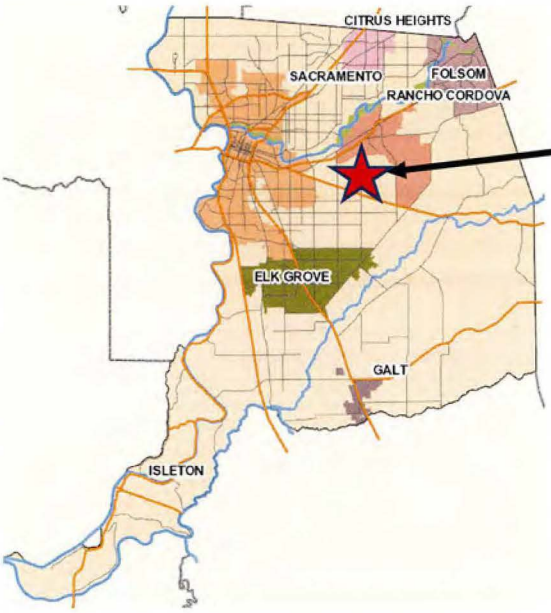
The Master Plans and Transportation Mitigation Strategy processes are funded entirely by the applicants as outlined in each project's Funding Agreements.

Attachments:
ATT 1 – Vicinity Map
ATT 2 – Jackson Corridor Transit Network
ATT 3 – Jackson Corridor Trail Network
ATT 4 – Summary of Impacts for Multiple Project Scenario – Jackson Corridor
ATT 5 – Summary of Impacts for Cumulative Scenario – Jackson Corridor
ATT 6 – Transportation Funding Strategy
ATT 7 – Transportation Mitigation Strategy

Attachment 1

July 23, 2019

Vicinity Map



Project Location:

Jackson Corridor developmentp projects consist of West Jackson Highway Master Plan, and the Jackson Township, Mather South, and NewBridge Specific Plans. Located as shown with an irregular boundary but generally between South Watt Avenue, Sunrise Boulevard, Kiefer Boulevard and Jackson Road.

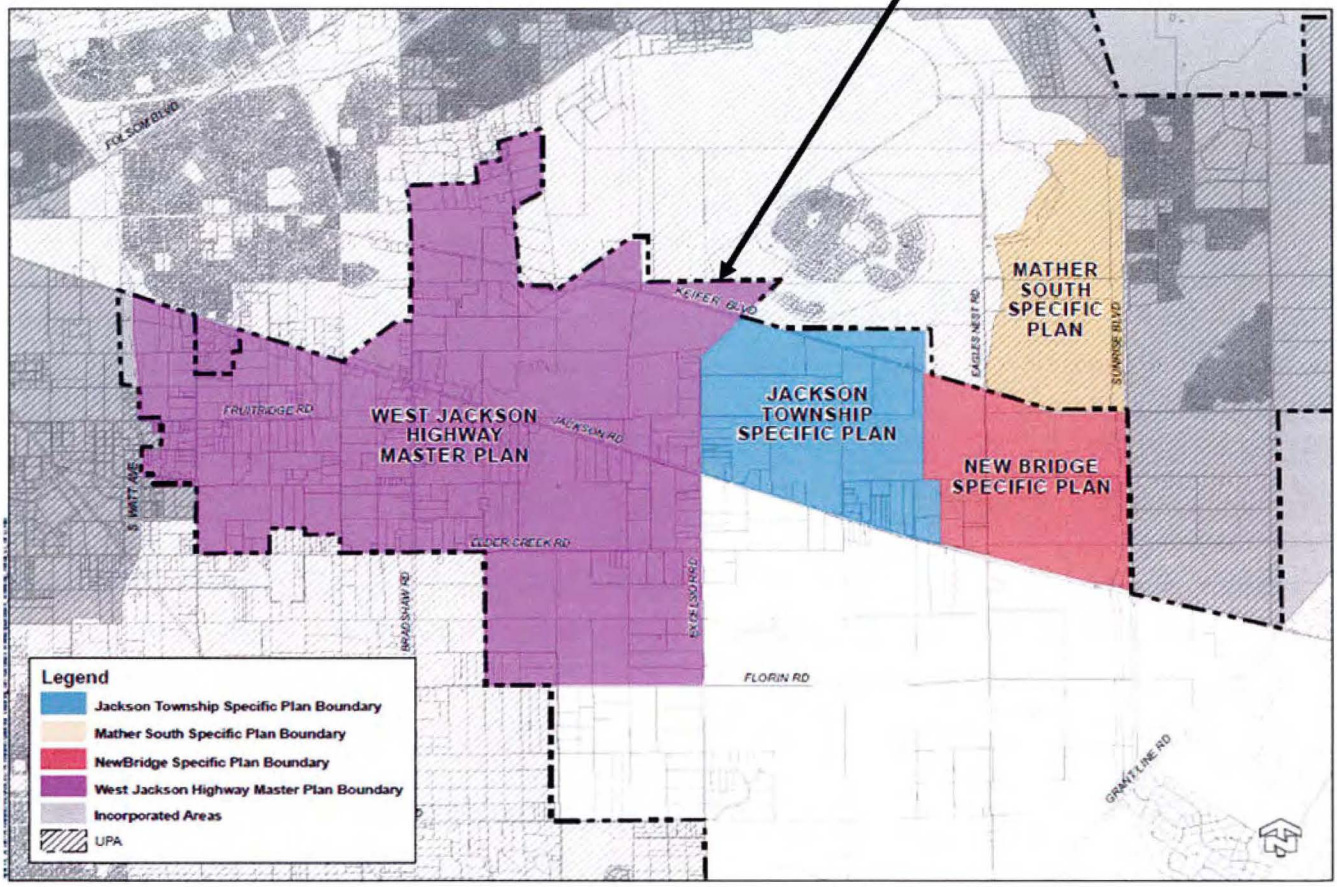


EXHIBIT A

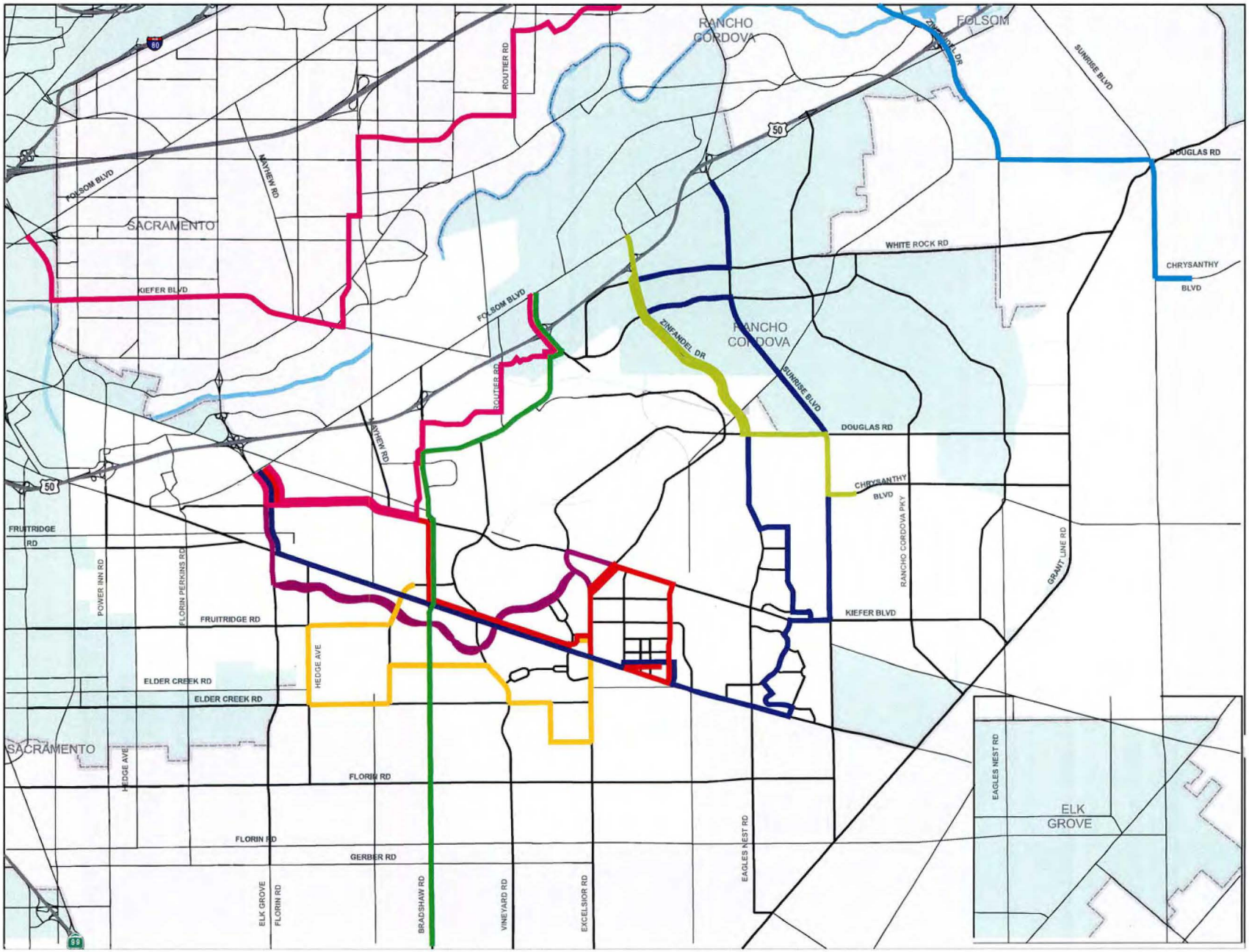


FIGURE 1.2
BRIDGE AREA TRANSIT NETWORK

Legend

- Rancho Cordova Connector (RCC)
- Cities
- Rock Creek Parkway Route (RCPK)
- Cities
- Mather Airport
- West Jackson Local Shuttle (WJL)
- Mather Airport
- Cities
- Mather Airport

Attachment 2 - Jackson Corridor Transit Network

DKS

EXHIBIT A

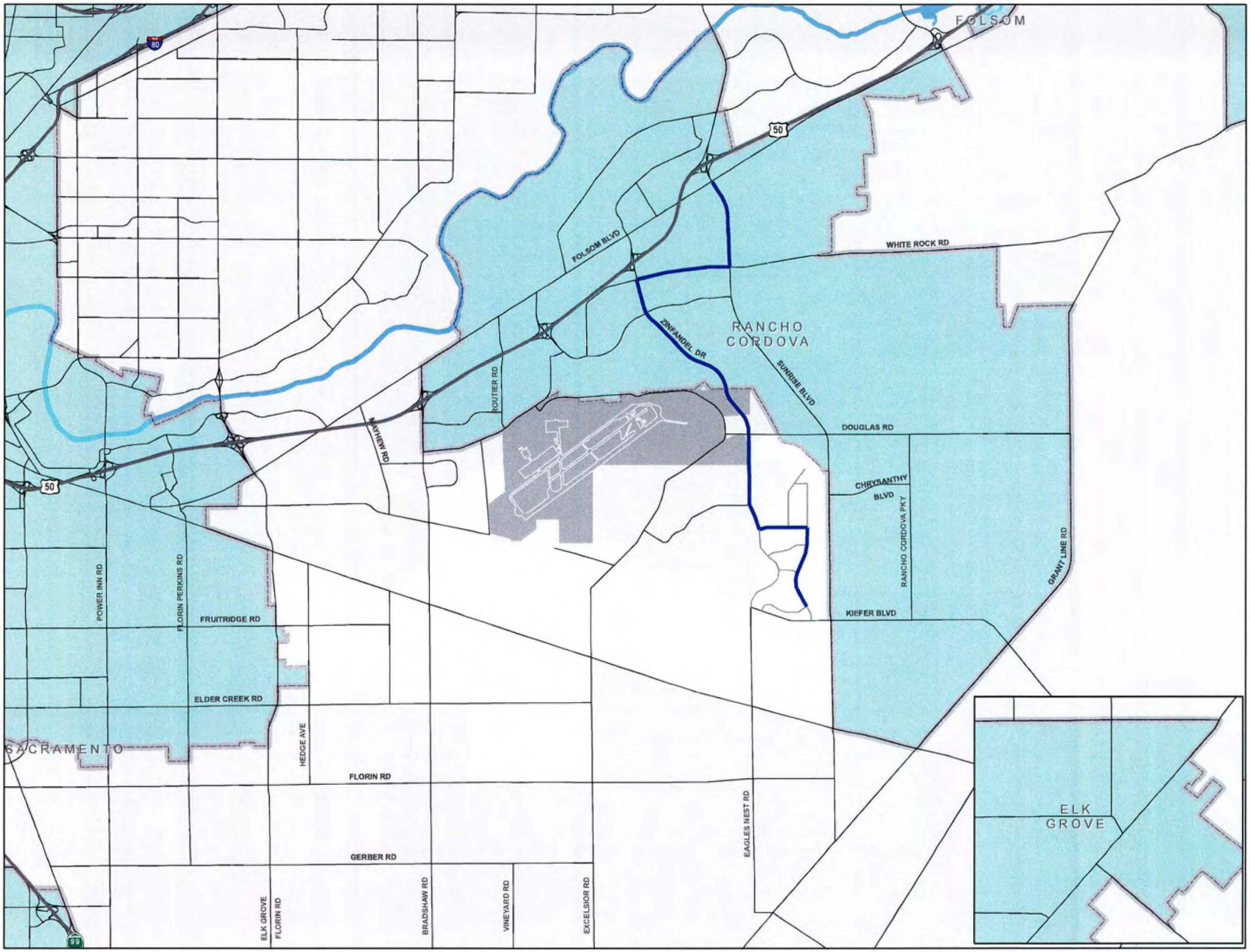


FIGURE 3.3
PROJECT TRANSIT NETWORK
EXISTING PLUS MATHER SOUTH

Legend

- Mather south Local Route (MS)
- Cities
- Mather Airport

Attachment 2 - Jackson Corridor Transit Network

DKS

EXHIBIT A

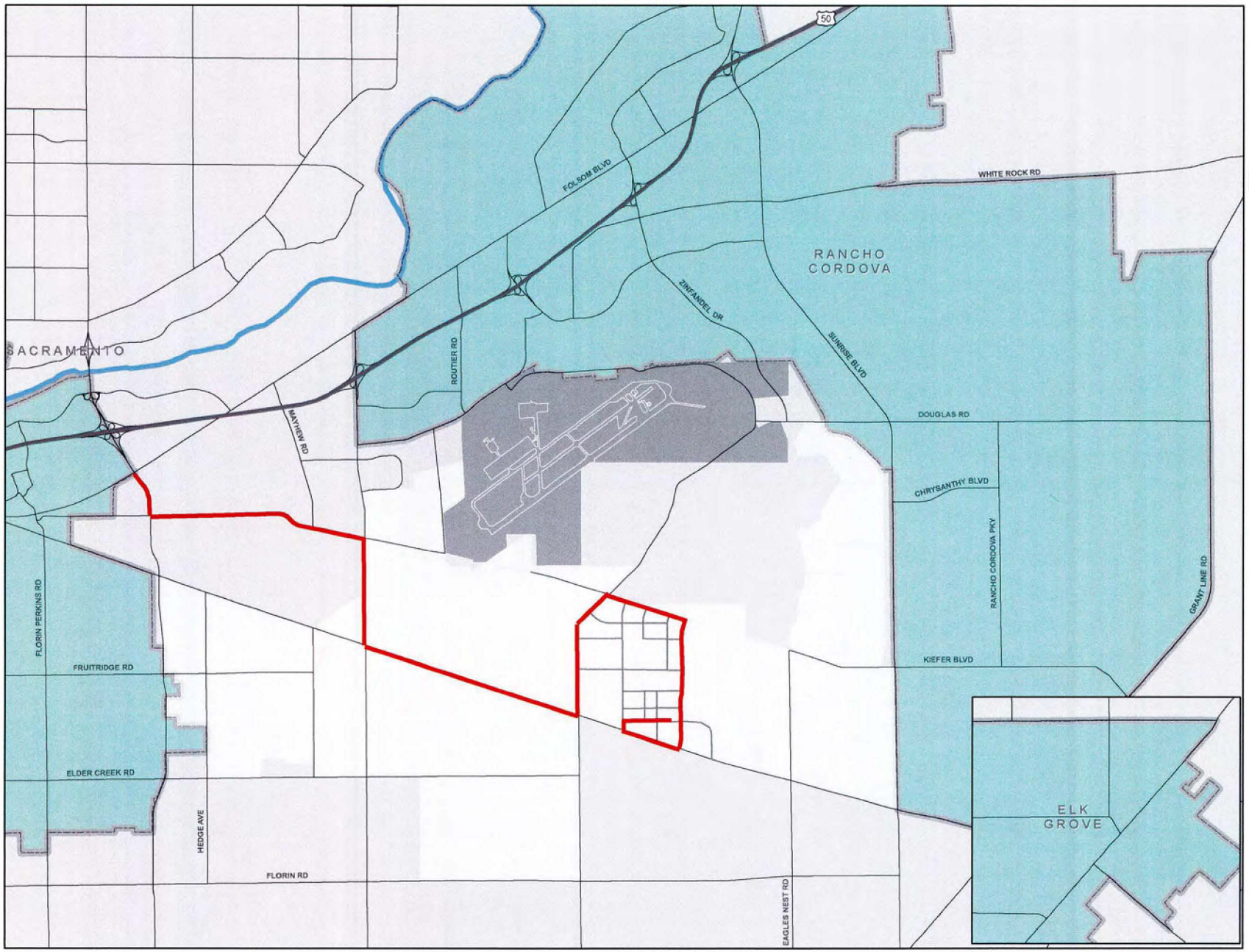


FIGURE 3.3
PROJECT TRANSIT NETWORK
EXISTING PLUS JACKSON TOWNSHIP
(ALTERNATIVE 2)

Legend

- Kiefer Jackson Local Route
- Cities
- Mather Airport

Attachment 2 - Jackson Corridor Transit Network

DKS

EXHIBIT A

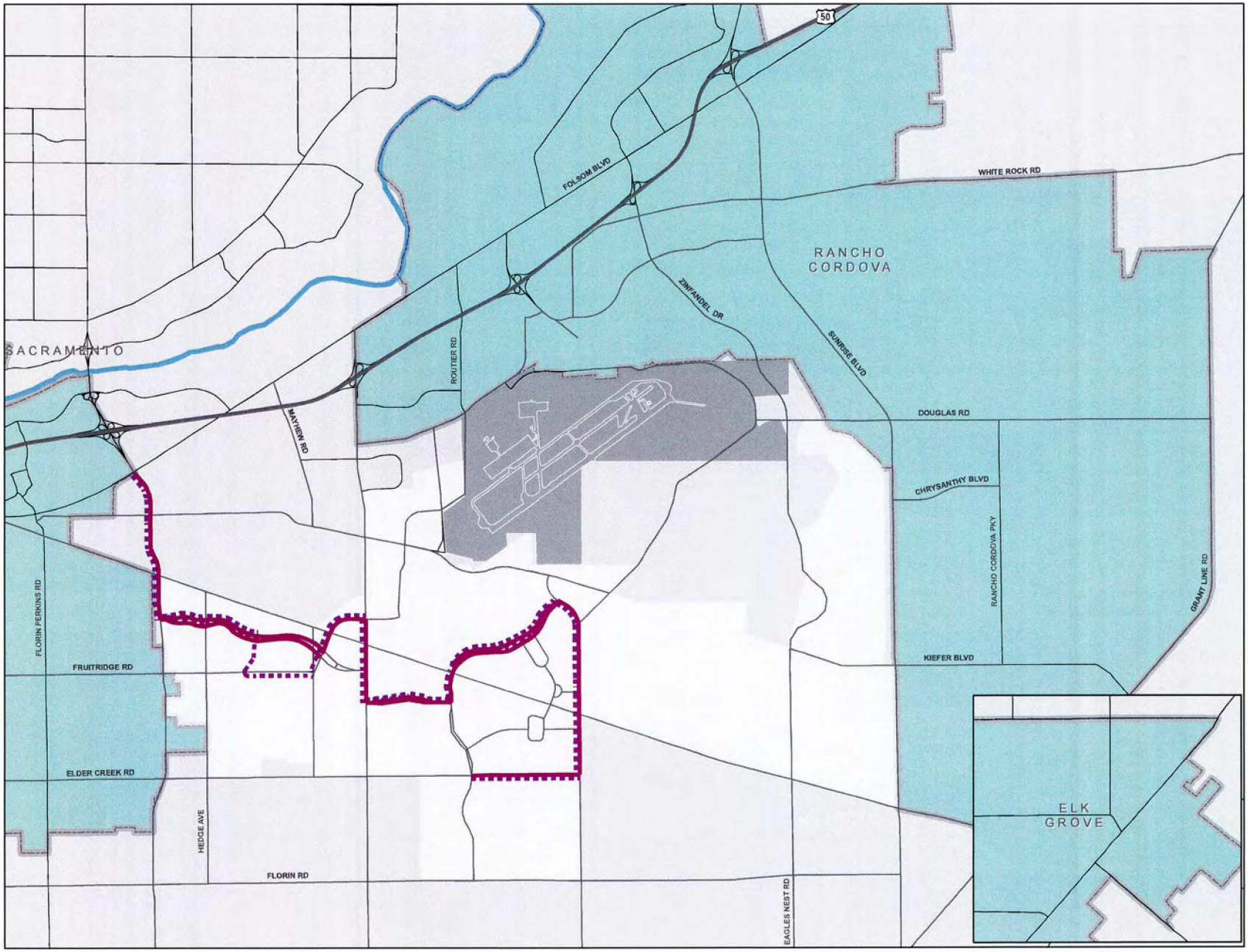


FIGURE 3.3
PROJECT TRANSIT NETWORK
EXISTING PLUS WEST JACKSON

Legend

- West Jackson Local Route A
- West Jackson Local Route B
- WJ Study Roadway Segments
- Cities
- Mather Airport

Attachment 2 - Jackson Corridor Transit Network

DKS

EXHIBIT A

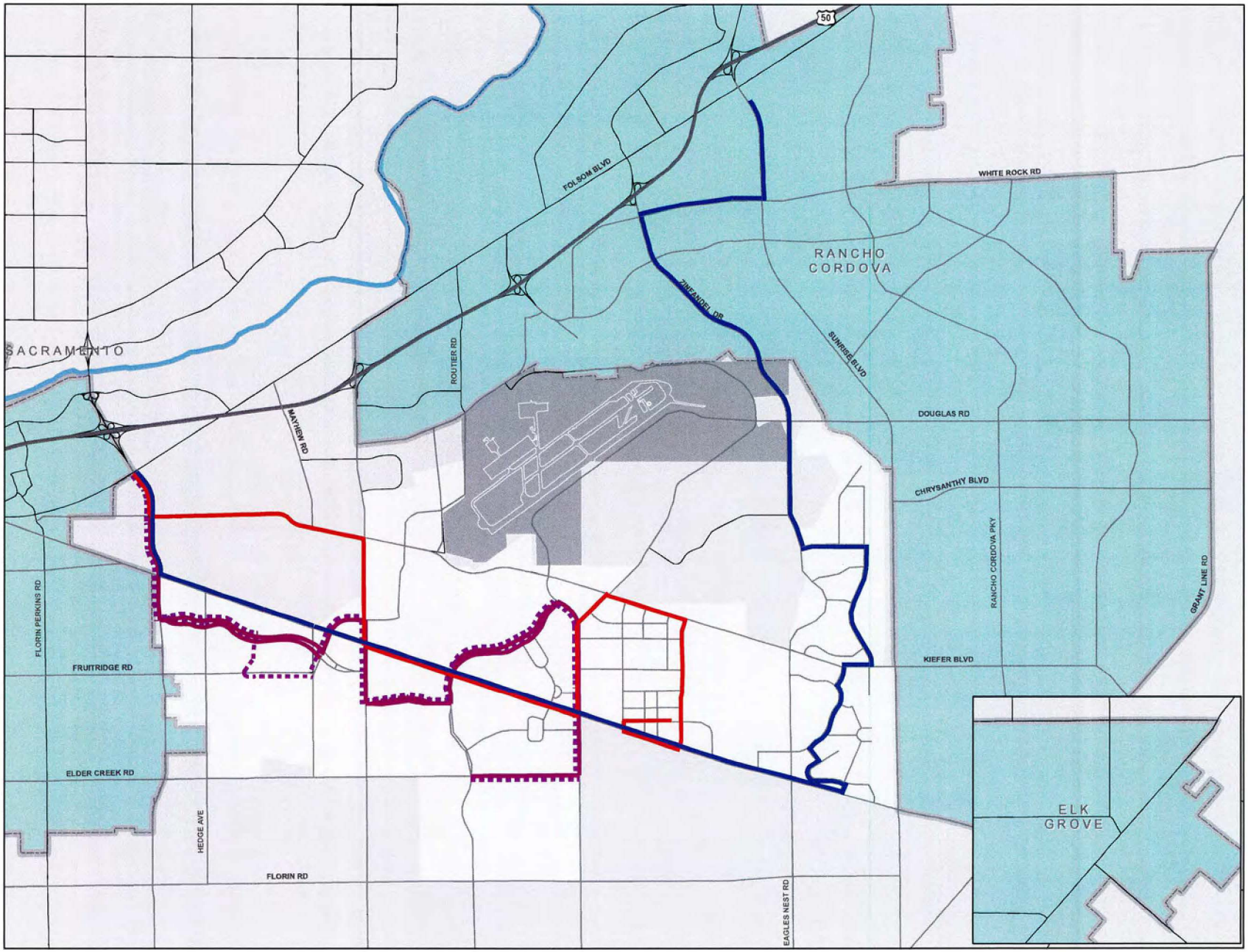


FIGURE 6.3
PROJECT TRANSIT NETWORK
CEQA CUM PLUS FOUR PROJECTS

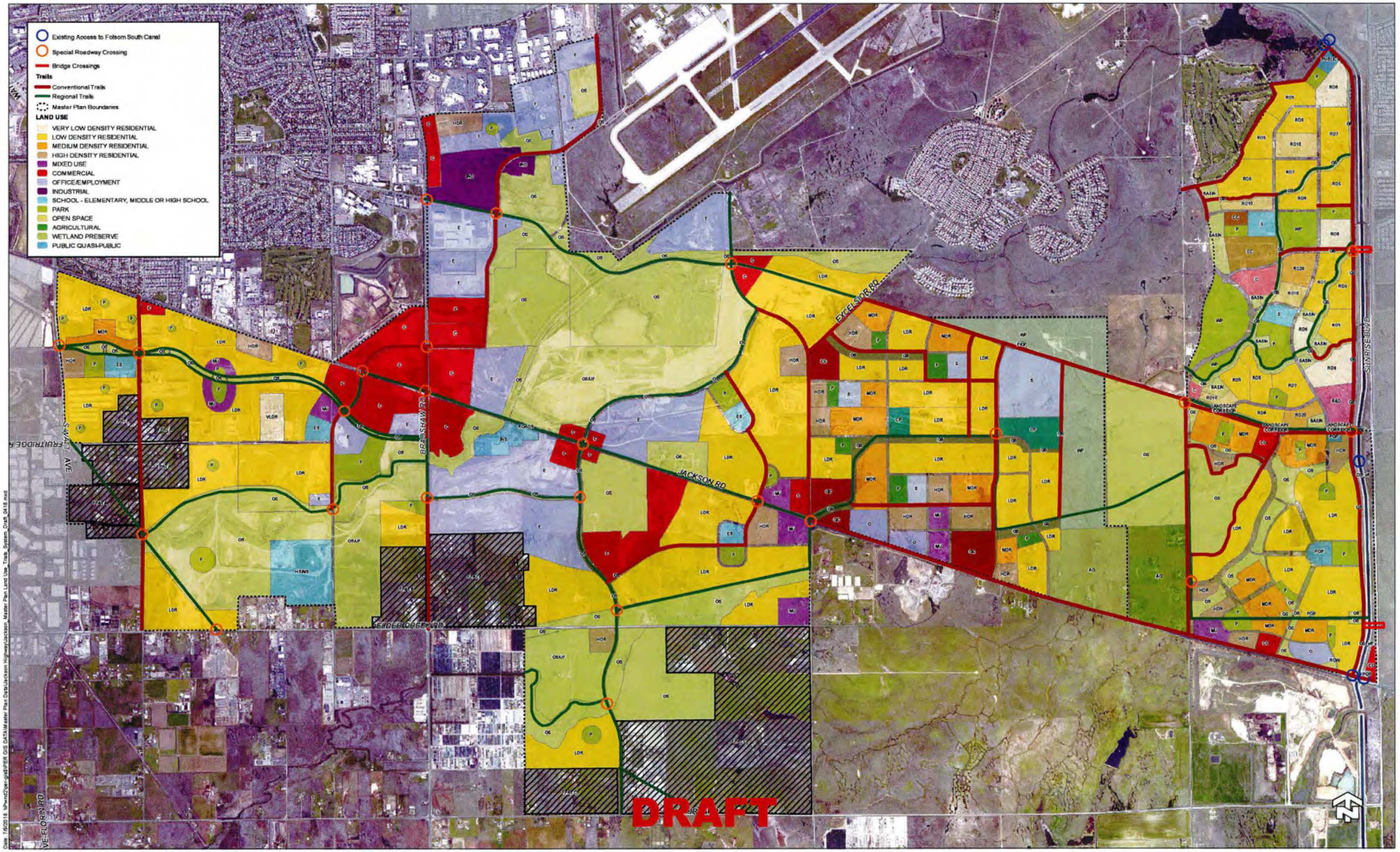
Legend

- Jackson Express Route
- Kiefer Jackson Local Route
- West Jackson Local Route A
- West Jackson Local Route B
- Cities
- Mather Airport

Attachment 2 - Jackson Corridor Transit Network

DKS

EXHIBIT A



JACKSON CORRIDOR TRAILS MASTER PLAN

JULY

Attachment 3 - Jackson Corridor Trail Network

Attachment 4

Summary of Impacts for Multiple Project Scenario

ID	Roadway	Segment	
		From	To
Level of Service Impact Fully Mitigated by General Plan Lanes			
5.1	Bradshaw Rd	Goethe Rd	Collector WJ-8
5.2	Bradshaw Rd	Collector WJ-8	Kiefer Blvd
6.1	Bradshaw Rd	Kiefer Blvd	Collector WJ-9
6.2	Bradshaw Rd	Collector WJ-9	Mayhew Rd
23	Elder Creek Rd	Power Inn Rd	Florin-Perkins Rd
24	Elder Creek Rd	Florin Perkins Rd	South Watt Ave
25	Elder Creek Rd	South Watt Ave	Hedge Ave
26	Elder Creek Rd	Hedge Ave	Mayhew Rd
28.1	Elder Creek Rd	Bradshaw Rd	Vineyard Rd
29	Elk Grove-Florin Rd	Florin Rd	Gerber Rd
31.1	Excelsior Rd	Jackson Rd	Collector WJ-6
31.2	Excelsior Rd	Collector WJ-6	Elder Creek Rd
47	Fruitridge Rd	Florin Perkins Rd	South Watt Ave
55.1	Grant Line Rd	Calvine Rd	Elk Grove City Limit
55.2	Grant Line Rd	Elk Grove City Limit	Sheldon Rd
56	Grant Line Rd	Sheldon Rd	Wilton Rd
57	Grant Line Rd	Wilton Rd	Bond Rd
65	Jackson Rd	Folsom Blvd	Florin Perkins Rd
68.1	Jackson Rd	Hedge Ave	Collector WJ-3
68.2	Jackson Rd	Collector WJ-3	Mayhew Rd
71.1	Jackson Rd	Excelsior Rd	Collector JT-3
73	Jackson Rd	Sunrise Blvd	Grant Line Rd
97	South Watt Ave	Kiefer Blvd	Jackson Rd
99	South Watt Ave	Fruitridge Rd	Elder Creek Rd
100	South Watt Ave	Elder Creek Rd	Florin Rd
106	Sunrise Blvd	Kiefer Blvd	Jackson Rd
122	Zinfandel Dr	City Limit	Douglas Rd
123.1	Zinfandel Dr	Douglas Rd	Collector MS-2
200	Kiefer Blvd	Tree View Ln	Eagles Nest Rd
Level of Service Impact Not Fully Mitigated by General Plan Lanes			
2	Bradshaw Rd	US 50	Lincoln Village Dr
3	Bradshaw Rd	Lincoln Village Dr	Old Placerville Rd
4	Bradshaw Rd	Old Placerville Rd	Goethe Rd
44	Folsom Blvd	Howe Ave	Jackson Rd
58.2	Happy Lane	Routier Ext	Kiefer Boulevard
62	Howe Ave	US 50	Folsom Blvd

Attachment 4

Summary of Impacts for Multiple Project Scenario

ID	Roadway	Segment	
		From	To
66	Jackson Rd	Florin Perkins Rd	South Watt Ave
67	Jackson Rd	South Watt Ave	Hedge Ave
76	Kiefer Blvd	Mayhew Rd	Bradshaw Rd
95	Rockingham Dr	Old Placerville Rd	Mather Field Rd
96	South Watt Ave	Folsom Blvd	Kiefer Blvd
102	Sunrise Blvd	Folsom Blvd	Trade Center Dr
110	Watt Ave	US 50	Folsom Blvd
118	Zinfandel Dr	US 50	White Rock Rd

EXHIBIT A

Summary of Impacts for Multiple Project Scenario

Impacted Intersections		
	Intersection	**Alternative Mitigation**
Level of Service Impact Fully Mitigated by General Plan Lanes		
5	Power Inn Road & Fruitridge Road	
9	Florin Perkins Road & Jackson Road	
14	S. Watt Avenue & Kiefer Blvd.	**
17	S. Watt Avenue & Fruitridge Road	
18	S. Watt Avenue & Elder Creek Road	
27	Hedge Avenue & Florin Road	
31	Mayhew Road & Elder Creek Road	**
32	Woodring Drive & Zinfandel Drive	
38	Bradshaw Road & Jackson Road	**
39	Bradshaw Road & Elder Creek Road	
40	Bradshaw Road & Florin Road	
45	Excelsior Road & Jackson Road	**
48	Excelsior Road & Gerber Road/Birch Ranch Drive	
61	Eagles Nest Road & Florin Road	
69	Sunrise Boulevard & Kiefer Boulevard	
70	Sunrise Boulevard & Jackson Road	
80	Grant Line Road & Jackson Road	
90	Excelsior Road & Calvine Rd	

EXHIBIT A

Summary of Impacts for Multiple Project Scenario

Impacted Intersections		
	Intersection	**Alternative Mitigation**
93	Grant Line Rd & Dwy/Wilton Rd	
319	Bradshaw Road & Rock Creek Pkwy	
325	Douglas Road & Kiefer Boulevard	**
331	Routier Ext/Routier Rd & Old Placerville Rd.	**
	Level of Service Impact Not Fully Mitigated by General Plan Lanes But Designated High Capacity Intersection	
16	S. Watt Avenue & Jackson Road	**
	Level of Service Impact Not Fully Mitigated by General Plan Lanes	
36	Bradshaw Road & Old Placerville Road	
37	Bradshaw Road & Kiefer Boulevard	
42	Happy Lane & Old Placerville Road	**
51	Mather Field Road & Rockingham Drive	

[1] Alternative mitigations represent proposed mitigations beyond the General Plan, excluding designated high capacity intersections, as proposed by the County of Sacramento.

* denotes alternative mitigations that improve operations but do not fully mitigate the impact.
** denotes alternative mitigations that fully mitigate the impact.

EXHIBIT A

Summary of Impacts for Multiple Project Scenario

Impacted Freeway Basic Segments	
Direction	**Location**
Level of Service Impact Not Mitigated	
Eastbound US-50	Stockton Boulevard to 59th Street
	Zinfandel Drive to Sunrise Boulevard
	Sunrise Boulevard to Hazel Avenue
Westbound US-50	Watt Avenue to Howe Avenue
	Howe Avenue to 65th Street
	65th Street to 59th Street
	59th Street to Stockton Boulevard
	Stockton Boulevard to SR 99 / SR 51

Source: *DKS Associates, 2018.*

Impacted Freeway Merge/Diverge/Weave Segments		
Direction	**Location**	**Junction Type**
Level of Service Impact Not Mitigated		
Eastbound US-50	Northbound 65th Street Slip Entrance	Weave
	Howe Avenue / Hornet Drive Exit	
	Northbound Mather Field Road Slip Entrance	Weave
	Zinfandel Drive Exit	

Source: *DKS Associates, 2018.*

EXHIBIT A

Summary of Impacts for Multiple Project Scenario

Functionality Impact Summary

ID	Roadway	Segment	
		From	To
Functionality Impact Fully Mitigated			
19	Eagles Nest Rd	Kiefer Blvd	Jackson Rd
20	Eagles Nest Rd	Jackson Rd	Florin Rd
25	Elder Creek Rd	South Watt Ave	Hedge Ave
26	Elder Creek Rd	Hedge Ave	Mayhew Rd
27	Elder Creek Rd	Mayhew Rd	Bradshaw Rd
28	Elder Creek Rd	Bradshaw Rd	Excelsior Rd
30	Excelsior Rd	Kiefer Blvd	Jackson Rd
31	Excelsior Rd	Jackson Rd	Elder Creek Rd
32	Excelsior Rd	Elder Creek Rd	Florin Rd
33	Excelsior Rd	Florin Rd	Gerber Rd
34	Excelsior Rd	Gerber Rd	Calvine Rd
39	Florin Rd	South Watt Ave	Hedge Ave
40	Florin Rd	Hedge Ave	Mayhew Rd
41	Florin Rd	Mayhew Rd	Bradshaw Rd
42	Florin Rd	Bradshaw Rd	Excelsior Rd
43	Florin Rd	Excelsior Rd	Sunrise Blvd
48	Fruitridge Rd	South Watt Ave	Hedge Ave
49	Fruitridge Rd	Hedge Ave	Mayhew Rd
50	Grant Line Rd	White Rock Rd	Douglas Rd
58	Happy Ln	Old Placerville Rd	Kiefer Blvd
59	Hedge Ave	Jackson Rd	Fruitridge Rd
70	Jackson Rd	Bradshaw Rd	Excelsior Rd
71	Jackson Rd	Excelsior Rd	Eagles Nest Rd
77	Kiefer Blvd	Bradshaw Rd	Happy Ln
78	Kiefer Blvd	Zinfandel Dr	Sunrise Blvd
89	Mayhew Rd	Jackson Rd	Fruitridge Rd
123	Zinfandel Dr	Douglas Rd	Kiefer Blvd

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Attachment 5

Summary of Impacts for Cumulative Scenario

ID	Roadway	Segment	
		From	To
Level of Service Impact Fully Mitigated by General Plan Lanes			
23	Elder Creek Rd	Power Inn Rd	Florin-Perkins Rd
25	Elder Creek Rd	South Watt Ave	Hedge Ave
27	Elder Creek Rd	Mayhew Rd	Bradshaw Rd
28.1	Elder Creek Rd	Bradshaw Rd	Vineyard Rd
31.1	Excelsior Rd	Jackson Rd	Collector WJ-6
31.2	Excelsior Rd	Collector WJ-6	Elder Creek Rd
41	Florin Rd	Mayhew Rd	Bradshaw Rd
42.2	Florin Rd	Vineyard Rd	Excelsior Rd
47	Fruitridge Rd	Florin Perkins Rd	South Watt Ave
48	Fruitridge Rd	South Watt Ave	Hedge Ave
51.1	Grant Line Rd	Douglas Rd	Chrysanthy Blvd
55.2	Grant Line Rd	Elk Grove City Limit	Sheldon Rd
71.2	Jackson Rd	Collector JT-3	Tree View Ln
71.3	Jackson Rd	Tree View Ln	Collector JT-4
72.1	Jackson Rd	Eagles Nest Rd	Rockbridge Dr
72.2	Jackson Rd	Rockbridge Dr	Sunrise Blvd
73	Jackson Rd	Sunrise Blvd	Grant Line Rd
89.1	Mayhew Rd	Jackson Rd	Rock Creek Pkwy
89.2	Mayhew Rd	Rock Creek Pkwy	Fruitridge Rd
105	Sunrise Blvd	Douglas Rd	Kiefer Blvd
106	Sunrise Blvd	Kiefer Blvd	Jackson Rd
132	Kiefer Blvd	Americanos Blvd	Grant Line Rd
304	Mayhew Rd	Routier Ext	Bradshaw Rd
307	Mayhew Rd	Collector WJ-13	Elder Creek Rd
405	Collector JT-3	Collector JT-5	Jackson Rd
Level of Service Impact Not Fully Mitigated by General Plan Lanes			
2	Bradshaw Rd	US 50	Lincoln Village Dr
3	Bradshaw Rd	Lincoln Village Dr	Old Placerville Rd
4	Bradshaw Rd	Old Placerville Rd	Goethe Rd
5.1	Bradshaw Rd	Goethe Rd	Collector WJ-8
5.2	Bradshaw Rd	Collector WJ-8	Kiefer Blvd
6.2	Bradshaw Rd	Collector WJ-9	Mayhew Rd
6.3	Bradshaw Rd	Mayhew Rd	Jackson Rd
16	Douglas Rd	Zinfandel Dr	Sunrise Blvd
37	Florin Rd	Power Inn Rd	Florin-Perkins Rd
44	Folsom Blvd	Howe Ave	Jackson Rd

EXHIBIT A

Attachment 5

Summary of Impacts for Cumulative Scenario

ID	Roadway	Segment	
		From	To
51.2	Grant Line Rd	Chrysanthy Blvd	Kiefer Blvd
52.1	Grant Line Rd	Kiefer Blvd	Rancho Cordova Pkwy
56	Grant Line Rd	Sheldon Rd	Wilton Rd
57	Grant Line Rd	Wilton Rd	Bond Rd
58.2	Happy Lane	Routier Ext	Kiefer Boulevard
62	Howe Ave	US 50	Folsom Blvd
66.1	Jackson Rd	Florin Perkins Rd	14th Ave
66.2	Jackson Rd	14th Ave	Rock Creek Pkwy
66.3	Jackson Rd	Rock Creek Pkwy	Aspen 1 Dwy
66.4	Jackson Rd	Aspen 1 Dwy	South Watt Ave
67	Jackson Rd	South Watt Ave	Hedge Ave
68.1	Jackson Rd	Hedge Ave	Collector WJ-3
68.2	Jackson Rd	Collector WJ-3	Mayhew Rd
69	Jackson Rd	Mayhew Rd	Bradshaw Rd
70.1	Jackson Rd	Bradshaw Rd	Collector WJ-4
70.2	Jackson Rd	Collector WJ-4	Rock Creek Pkwy
71.1	Jackson Rd	Excelsior Rd	Collector JT-3
76	Kiefer Blvd	Mayhew Rd	Bradshaw Rd
78.4	Kiefer Blvd	E Collector MS-1	Sunrise Blvd
79	Kiefer Blvd	Sunrise Blvd	Rancho Cordova Pkwy
92	Old Placerville Rd	Happy Ln	Routier Rd
93	Old Placerville Rd	Routier Rd	Rockingham Dr
95	Rockingham Dr	Old Placerville Rd	Mather Field Rd
96	South Watt Ave	Folsom Blvd	Kiefer Blvd
97	South Watt Ave	Kiefer Blvd	Jackson Rd
100	South Watt Ave	Elder Creek Rd	Florin Rd
104.3	Sunrise Blvd	Rio Del Oro Pkwy	Douglas Rd
110	Watt Ave	US 50	Folsom Blvd
117	White Rock Rd	Grant Line Rd	Prairie City Rd
135	Rancho Cordova Pkwy	White Rock Rd	International Dr
136	Rancho Cordova Pkwy	International Dr	Rio Del Oro Pkwy
200	Kiefer Blvd	Tree View Ln	Eagles Nest Rd
301	Douglas Rd	Rock Creek Pkwy	Kiefer Blvd
302	Kiefer Blvd	Happy Ln	Douglas Rd
305	Mayhew Rd	Bradshaw Rd	Jackson Rd
312	Rock Creek Pkwy East	Collector WJ-16	Jackson Road
317	Routier Ext	Old Placerville Road	Happy Lane

EXHIBIT A

Attachment 5

Summary of Impacts for Cumulative Scenario

Impacted Intersections		
	Intersection	**Alternative Mitigation**
Level of Service Impact Fully Mitigated by General Plan Lanes		
17	S. Watt Avenue & Fruitridge Road	
20	Elk Grove Florin Road/S. Watt Ave. & Florin Road	**
23	Hedge Avenue & Jackson Road	
25	Hedge Avenue & Elder Creek Road	**
28	Mayhew Road & Kiefer Boulevard	
29	Mayhew Road & Jackson Road	
31	Mayhew Road & Elder Creek Road	
32	Woodring Drive & Zinfandel Drive	
39	Bradshaw Road & Elder Creek Road	
40	Bradshaw Road & Florin Road	
47	Excelsior Road & Florin Road	
58	Zinfandel Drive & Douglas Road	
69	Sunrise Boulevard & Kiefer Boulevard	
70	Sunrise Boulevard & Jackson Road	
72	Sheldon Lake Drive/Sunrise Boulevard & Grant Line Road	**

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Summary of Impacts for Cumulative Scenario

Impacted Intersections		
	Intersection	**Alternative Mitigation**
86	Power Inn Road & Florin Rd	
91	Grant Line Rd & Eagles Nest Rd/Sloughhouse Rd	
92	Grant Line Rd & Calvine Rd	
303	Rock Creek Pkwy & Jackson Road	
308	Hedge Avenue & Rock Creek Pkwy WB	
400	Collector JT-3 & Jackson Road	
	Level of Service Impact Not Fully Mitigated by General Plan Lanes But Designated High Capacity Intersection	
12	Watt Avenue & Folsom Blvd.	**
14	S. Watt Avenue & Kiefer Blvd.	**
16	S. Watt Avenue & Jackson Road	**
	Level of Service Impact Not Fully Mitigated by General Plan Lanes	
3	Power Inn Road/Howe Avenue & Folsom Blvd	
4	Power Inn Road & 14th Avenue	
36	Bradshaw Road & Old Placerville Road	
37	Bradshaw Road & Kiefer Boulevard	*
38	Bradshaw Road & Jackson Road	**

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Attachment 5

Summary of Impacts for Cumulative Scenario

Impacted Intersections		
	Intersection	**Alternative Mitigation**
42	Happy Lane & Old Placerville Road	
43	Happy Lane & Kiefer Boulevard	**
45	Excelsior Road & Jackson Road	*
51	Mather Field Road & Rockingham Drive	
61	Eagles Nest Road & Florin Road	**
66	Sunrise Boulevard & International Drive/Monier Circle	
67	Sunrise Boulevard & Douglas Road	
80	Grant Line Road & Jackson Road	**
93	Grant Line Rd & Dwy/Wilton Rd	**
95	Florin Perkins Road & 14th Avenue	
96	Jackson Road & 14th Avenue	
103	Rancho Cordova Pkwy & Douglas Road	**
310	Mayhew Road & Rock Creek Pkwy WB	**
311	Mayhew Road & Rock Creek Pkwy EB	**
318	Bradshaw Road & Mayhew Road	*
319	Bradshaw Road & Collector WJ-10	**

EXHIBIT A

Attachment 5

Summary of Impacts for Cumulative Scenario

Impacted Intersections		
	Intersection	**Alternative Mitigation**
325	Douglas Road & Kiefer Boulevard	
329	Routier Ext & Kiefer Boulevard	*
331	Routier Ext/Routier Rd & Old Placerville Road	**

[1] Alternative mitigations represent proposed mitigations beyond the General Plan, excluding designated high capacity intersections, as proposed by the County of Sacramento.

* denotes alternative mitigations that improve operations but do not fully mitigate the impact.
** denotes alternative mitigations that fully mitigate the impact.

Impacted Freeway Basic Segments	
Direction	**Location**
Level of Service Impact Not Mitigated	
Eastbound US-50	Stockton Boulevard to 59th Street

Source: *DKS Associates, 2018.*

Impacted Freeway Merge/Diverge/Weave Segments		
Direction	**Location**	**Junction Type**
Level of Service Impact Not Mitigated		
Westbound US-50	Southbound Hazel Avenue Slip Entrance	Weave
	Rancho Cordova Parkway Exit	

Source: *DKS Associates, 2018.*

Impacted Freeway Ramp Termini	
Direction	**US 50 Exit Ramp**
Queuing Impact Not Mitigated	
Eastbound US-50	Howe Avenue
	Zinfandel Drive
Westbound US-50	Rancho Cordova Parkway

Source: *DKS Associates, 2018.*

EXHIBIT A

Attachment 5

Summary of Impacts for Cumulative Scenario

Functionality Impact Summary

ID	Roadway	Segment	
		From	To
Functionality Impact Fully Mitigated			
15	Douglas Rd	Mather Blvd	Zinfandel Dr
16	Douglas Rd	Zinfandel Dr	Sunrise Blvd
19	Eagles Nest Rd	Kiefer Blvd	Jackson Rd
20	Eagles Nest Rd	Jackson Rd	Florin Rd
25	Elder Creek Rd	South Watt Ave	Hedge Ave
26	Elder Creek Rd	Hedge Ave	Mayhew Rd
27	Elder Creek Rd	Mayhew Rd	Bradshaw Rd
28	Elder Creek Rd	Bradshaw Rd	Excelsior Rd
30	Excelsior Rd	Kiefer Blvd	Jackson Rd
31	Excelsior Rd	Jackson Rd	Elder Creek Rd
32	Excelsior Rd	Elder Creek Rd	Florin Rd
33	Excelsior Rd	Florin Rd	Gerber Rd
34	Excelsior Rd	Gerber Rd	Calvine Rd
39	Florin Rd	South Watt Ave	Hedge Ave
40	Florin Rd	Hedge Ave	Mayhew Rd
41	Florin Rd	Mayhew Rd	Bradshaw Rd
42	Florin Rd	Bradshaw Rd	Excelsior Rd
43	Florin Rd	Excelsior Rd	Sunrise Blvd
48	Fruitridge Rd	South Watt Ave	Hedge Ave
49	Fruitridge Rd	Hedge Ave	Mayhew Rd
50	Grant Line Rd	White Rock Rd	Douglas Rd
58	Happy Ln	Old Placerville Rd	Kiefer Blvd
59	Hedge Ave	Jackson Rd	Fruitridge Rd
60	Hedge Ave	Fruitridge Rd	Elder Creek Rd
61	Hedge Ave	Elder Creek Rd	Florin Rd

Attachment 5
Summary of Impacts for Cumulative Scenario

ID	Roadway	Segment	
		From	To
70	Jackson Rd	Bradshaw Rd	Excelsior Rd
71	Jackson Rd	Excelsior Rd	Eagles Nest Rd
77	Kiefer Blvd	Bradshaw Rd	Happy Ln
78	Kiefer Blvd	Zinfandel Dr	Sunrise Blvd
89	Mayhew Rd	Jackson Rd	Fruitridge Rd
116	White Rock Rd	Fitzgerald Rd	Grant Line Rd
123	Zinfandel Dr	Douglas Rd	Kiefer Blvd

EXHIBIT A

Trails

Facilities overlapping with SCTDF:
- Regional Trails partially funded by SCTDF. Plan Area will receive SCTDF credit for the overlapping funding of the regional trails (Refer to SCTDF overlapping memo prepared by DKS).

Facilities not overlapping with SCTDF:
- Local Trails.

Transit

Facilities overlapping with SCTDF:
- Transit facilities funding via impact fees and/or annual special taxes or service charges for items such as Buses and Bus Maintenance Facilities may overlap with SCTDF.
- Plan Area will receive SCTDF credit for any overlapping funding of the transit facilities.

Facilities not overlapping with SCTDF:
- Bus stops, and park & ride lots.

Regional Roadway Component

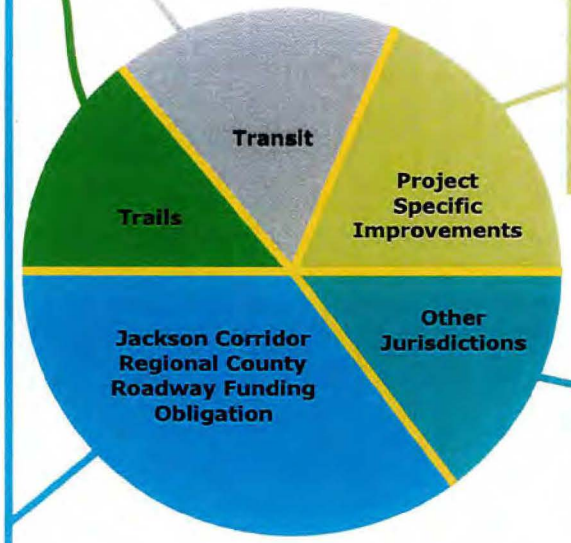
Facilities Overlapping with SCTDF (Refer to SCTDF overlapping memo prepared by DKS) :
- Fair Shares of E+P and C+P to fund the E+P project obligations .
- Jackson Corridor Roadway funds E+P improvements consist of major roadway widening (including Class D Frontage Lane), major intersections with traffic signals , drainage structures, and railroad crossings.
- Credit will be given for the overlapping funding of roadway facilities.

Facilities not overlapping with SCTDF:
- E+P Functionality Improvements, roads and intersections should be fully funded based fair share among four projects.
- Fair share funding for C+P Functionality Improvements, roads, intersections and High Capacity Intersections including grade separations.

Jackson Corridor Mitigation Strategy

80% of revenue generated by each development phase based on funding obligation is earmarked to construct E+P improvements as determined by Dynamic Implementation Tool. Remaining 20% of revenue generated by each development phase shall be reserved by County to flexibly manage impacts within the Jackson Corridor Improvements.

Provide a snap shot list of improvements by each assumed development phase to match the fee revenue (List of improvements subject to change as assumed phasing is revised).



Local Roadway Component
- On-site frontage improvements along major roads (curb, gutter, sidewalk, street lights, joint trench, landscaping, sound wall, etc.)
- Local fronting access traffic signals
- On-site backbone minor roads.

City Facilities (Contingent upon Reciprocal Agreement)
- Fair share for City's E+P and C+P roadway facilities. (City of Elk Grove, City of Rancho Cordova and City of Sacramento).

Caltrans
- Fair share for Caltrans' freeway facilities.

Transportation Funding Strategy

Attachment 6 - Transportation Funding Strategy

County of Sacramento
Jackson Corridor Development Projects
Transportation Mitigation Strategy

July 23, 2019

This Transportation Mitigation Strategy ("Strategy") shall apply to all development projects within the following Jackson Highway Corridor plan areas:

a. West Jackson Highway Master Plan
b. Jackson Township Specific Plan
c. Newbridge Specific Plan
d. Mather South Community Master Plan

Development projects within the plan areas are responsible for implementing roadway segment and intersection improvements that are required to mitigate impacts to the transportation network, as set forth in each project's approved environmental documents and conditions of approval. It is the intent of Sacramento County that impacts to the transportation network be mitigated concurrent with the implementation of the impacting development project. This Strategy will guide the identification, delivery and construction of the regional "Existing plus Project" and "Existing plus Multiple Projects" roadway segment and intersection improvements that will be required to be built with each incremental development project within the above plan areas.

Definitions

Build Improvements: The regional "Existing plus Project" and "Existing plus Multiple Projects" roadway segment and intersection improvement(s) from the plan area's conditions of approval that will be required to be built to mitigate the impacts of the Development Increment for the plan areas above.
Development Increment: A specified portion of development for the plan areas above for which construction will be undertaken and approvals for that specified portion will be required by the County. A Development Increment may not contain non-contiguous parcels separated by more than 1.5 miles, unless approved by the Director.
Director: The Director of the County's Department of Transportation.
Fee Increment: The amount of funding that will be generated by the Development Increment through payment of the regional roadway component of the plan area roadway impact fees for the greater of the Development Increment or 300 dwelling unit equivalents (DUEs).
Tool: The County's Dynamic Implementation Tool; the software and computer model inputs used to determine the impacts to the regional roadway segments and intersections, and the Build Improvements identified to mitigate those impacts. (See Appendix A for detailed description).

Financing of Improvements to Mitigate Transportation Network Impacts

1. Build Improvements will be funded through revenue generated from roadway impact fee programs that have been established by or pursuant to plan area financing plans. Funding for Build Improvements may also include other transportation infrastructure funding sources, such as Measure A Sales Tax revenues and State and Federal funding programs.

2. The plan area fee programs have recognized Measure A Sales Tax revenues, State and Federal funding programs, and other funding sources that are currently programmed and the adopted roadway impact fees are based on the availability of these funds. It is anticipated that improvement projects utilizing such funding sources will be delivered and constructed by the County. The availability and expenditure of these funds for Build Improvements shall be subject to the requirements applicable to the specific funding source from which they are received.

3. Cost estimates for Build Improvements shall be as set forth in the applicable plan area financing plans and/or the area wide finance document.

4. Any credits or reimbursements due from the construction of Build Improvements shall be in accordance with the applicable fee program or finance plan.

Determining a Development Increment's Build Improvements

5. It is the intent of Sacramento County that impacts to the transportation network be mitigated concurrent with the implementation of the impacting development and that the size of the improvements are commensurate with the size and impact of development and the available funding. The County will determine Build Improvements considering the various improvements identified by the Tool, the estimated cost of the identified improvements, the Fee Increment, and the availability of other funds. (See Appendix B for a hypothetical example.)

6. Each Development Increment will have a Fee Increment based on the size of the Development Increment. The Fee Increment is calculated by multiplying the fee rates per DUE for the regional roadway component set forth in the applicable plan area roadway impact fee program by the number of DUEs, as follows:
    a. For Development Increments with 300 or more DUEs, calculation of the Fee Increment shall be based on the actual number of DUEs.
    b. For Development Increments with fewer than 300 DUEs, calculation of the Fee Increment shall be based on 300 DUEs. The Director may grant an exemption to the requirements of subsection (b) to Development Increments that are independent development projects and not a phase or subset of a larger project or Development Increment. In such a scenario, the Director shall determine how the Development Increment will satisfy its obligation to mitigate transportation impacts generated by that Development Increment, including, but not limited to, the following:
        i. Constructing Build Improvements identified by the Tool and based on a Fee Increment that utilizes the Development Increment's actual number of DUEs;

ii. A payment of the Development Increment's full Fee Increment, in lieu of constructing Build Improvements, prior to issuance of the first building permit; or
iii. Payment of the plan area roadway impact fees at time of building permit issuance.

7. The Tool may also be utilized to develop a conceptual set of Build Improvements for the plan area or a Development Increment during the entitlement process to inform the project proponents and the Board of Supervisors. However, the actual Build Improvements required to be constructed by a Development Increment shall be determined by the process described in sections 8 and 9, and may deviate from the conceptual set of Build Improvements previously developed due to a Development Increment's changed circumstances or progress, or changes to the transportation network and/or the Department of Transportation's priority needs.

8. The Build Improvements that the Development Increment will be required to construct shall be determined using the Tool. The Tool will utilize the actual number of DUEs in the Build Increment. The development proponent is responsible for requesting the Tool analysis sufficiently in advance of their Development Increment to allow for timely execution of the agreement described in section 9 and delivery of their Build Improvements as described in section 15.

9. A written agreement between the County and project proponent shall be required to identify the specific Build Improvements assigned to the project and set a date by which construction of the Build Improvements by the project proponent shall commence, or a date for in-lieu payment by the project proponent per section 13 shall occur. The Build Improvements identified by the Tool and the proposed timing of construction 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 a residential Development Increment or initiation of a building permit application for a non-residential Development Increment. 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 Build Improvements based on changed circumstances or progress, or changes to the transportation network and/or the Department of Transportation's priority needs.

Credits, Reimbursements, and the Cost of Build Improvements

10. A credit and/or reimbursement agreement will likely be needed for each Development Increment that must construct Build Improvements due to the timing of the construction and its acceptance by the County relative to when building permit fees must be paid. Any credit or reimbursement shall be provided in accordance with the associated fee program or finance plan requirements from which the credit or reimbursement is due.

11. When the Development Increment is fewer than 300 DUEs, the Development Increment may be assigned Build Improvements whose cost estimates exceed the fee revenues generated by the actual number of DUEs, as described in section 6. The Development Increment shall be responsible for funding and constructing the Build Improvements assigned by the County, including those improvements which costs exceed the amount of fee revenues generated by the Development Increment's actual number of DUEs. Credit or reimbursement shall be due for the additional eligible costs per the applicable plan area fee program.

12. Constructed Build Improvement costs are unlikely to exactly match the Fee Increment. Lower costs will result in the creation of reserve funding; higher cost Build Improvements will require funds from the reserve, increased funding from the Development Increment, and/or other County funding. It is the County's intent to establish reserve funding to help manage these differences by allocating the Fee Increment as follows: Build Improvements would be assigned based on a target of eighty percent (80%) of the Fee Increment in addition to any other funds the County makes available for that Build Improvement; the remaining (20%) would be placed in reserve to be applied to other transportation mitigation measures (including other assigned Build Improvements) associated with implementation of other development projects in the plan area and other Jackson Highway Corridor plan areas, as determined by the Director. It is anticipated that while the Development Increment's Fee Increment generally will be allocated as noted above, the listed percentages will be adjusted as necessary to conform to Build Improvement costs and address the Department of Transportation's priority needs. The County shall not assign Build Improvements with estimated costs exceeding one hundred percent (100%) of the Fee Increment in addition to any other funds (including available reserve funds noted above). Appendix B includes a hypothetical example of possible Build Improvement scenarios.

Implementing a Development Increment's Build Improvements

13. In lieu of constructing the Build Improvements, the Director may accept an upfront payment up to 100 percent of the full amount of the Fee Increment if the Build Improvements will be constructed by the County or another party. Payment shall be made to the County prior to the recordation of any final map for residential development or issuance of any building permit for non-residential development Increment. This payment shall be considered as satisfying the requirements of section 15.

14. If the project proponent chooses to fund the Build Improvements through a Community Facilities District (CFD) or similar public finance mechanism, the CFD or similar public finance mechanism must be formed prior to the recordation of a small lot final map for a residential Development Increment or issuance of any building permit for a non-residential Development Increment. The formation shall occur regardless of whether the Build Improvements will be constructed concurrent with the Development Increment or an in-lieu amount will be paid up front. An advanced funding agreement

with the County for CFD establishment costs must be executed prior to initiation of CFD formation.

15. The delivery and construction of the Build Improvements shall proceed as follows to ensure completion in a timely manner:

    a. The improvement plans for the Build Improvements shall be approved, and construction bonds shall be posted, prior to the recordation of any final map for a residential Development Increment or issuance of any building permit for non-residential Development Increment.
    b. For residential Development Increments, construction of the Build Improvements shall commence by the date identified in the agreement described in section 9 and prior to twenty-five percent (25%) build-out of the Development Increment (as measured by the number of building permit issuances). Build-out of the Development Increment may proceed beyond this percentage if the project proponent demonstrates, to the satisfaction of the Director, that construction has been delayed due to circumstances beyond the project proponent's control and will commence within a time frame acceptable to the Director.
    c. If a residential Development Increment is a phase or a subset of a larger development project, a future phase shall not proceed beyond twenty-five percent (25%) build-out of the Development Increment (as measured by the number of building permit issuances) until construction of the Build Improvements assigned to an earlier Development Increment has been substantially completed, as defined in the most recent version of the Sacramento County Standard Construction Specifications, or the project proponent demonstrates, to the satisfaction of the Director, that construction of the Build Improvements for the earlier Development Increment is progressing at an acceptable rate. For large development projects consisting of multiple Development Increments and Build Improvements, the County and project proponent may enter into an implementation agreement specifying the terms and conditions for the delivery and construction of said Build Improvements.
    d. For non-residential Development Increments, construction shall commence by the date identified in the agreement described in section 9 and be completed prior to County's issuance of a certificate of occupancy, unless otherwise approved by the Director.

Administration and Update of the Strategy

16. The Department of Transportation will manage this Strategy and the Tool. The costs to manage, maintain, update, and conduct Tool analysis, and all other related administrative work tasks, shall be funded by all development projects within the Jackson Highway Corridor plan areas. Funding to support the above efforts will be either in the form of application fees or a development agreement between the County and each project proponent.

17. This Strategy and its components, including the Tool, shall be reviewed and updated as needed, but no less frequently than every five years or at key planning events undertaken by the County including, but not limited to, General Plan updates, and updates to the Jackson Highway Corridor plan area master plans or specific plans. The review and update of this Strategy and the Tool shall include, but not be limited to, land use changes, revisions to the proposed and completed transportation network, changes in the costs of the Build Improvements, changes in associated escalation values due to inflation, and the securing of new funding sources to supplement the costs of improvements.

18. A project proponent may appeal a determination by Department of Transportation 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; and (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

The Dynamic Implementation Tool

Sacramento County has developed a new approach for identifying the transportation improvements required to be constructed by a given Development Increment within the Jackson Corridor plan areas that will be much more attuned to the actual location of development and its impacts. This new approach has led to the creation of what is referred to as the Dynamic Implementation Tool (Tool). For any amount of development that is proposed to be implemented in the Jackson Corridor, the Tool is capable of estimating the vehicle trips that would be generated, where those new vehicle trips would go, and whether any of those new vehicle trips would cause specific roadway segments or intersections to operate at an unacceptable Level of Service. The Tool enables Sacramento County and project proponents to monitor and manage the transportation network proactively, and to more effectively identify and assign transportation improvements to County roadways and intersections in support of where incremental growth occurs in the Jackson Corridor.

To accomplish this, the proposed land uses for development projects in the Jackson Corridor plan areas have been subdivided into a geographical network of 64 smaller districts. Each district has a varying mix of residential, employment and commercial land uses but is small enough such that all traffic generated in a district would have a similar trip distribution. These districts are linked to a corresponding spreadsheet-based model — the Tool—that will calculate the amount of traffic generated by a Development Increment in a district and assign this traffic to the roadway network. When an applicant proposes a specific Build Increment and requests an analysis, staff will manually enter the actual number of residential units, or square footage of retail or commercial building space, into the Tool for each district. The Tool will use information contained in the latest edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE) to automatically calculate how much traffic the Development Increment would generate and use the trip distribution information from the Jackson Corridor joint traffic analysis to assign where that traffic will travel on the surrounding roadway network. The Tool also will calculate new roadway traffic volumes and intersection turn movements. County staff will analyze this data to determine which roads and intersections would be impacted and require improvements based on changes in roadway volume to capacity ratios and intersection delays. Staff will use the data generated by the Tool to assign Build Improvements to developers from those listed in each project's conditions of approval consistent with the Transportation Mitigation Strategy.

Appendix B

Transportation Network Mitigation Strategy Examples

Example 1

Project A requests the County run the Tool for 150 dwelling unit equivalents (DUEs) located within the boundaries of district 2.

Step 1 – County staff manually enters 150 DUEs into the Tool for Project A in district 2. The Tool automatically calculates the amount of traffic generated from this number of dwelling units and assigns it to the roads and intersections in the vicinity of district 2. The Tool identifies traffic volume changes on impacted roads and intersections as output and the County staff identifies potential Build Improvements.

Step 2 – Although the size of the Development Increment is 150 DUEs, the Fee Increment is set using the 300 DUEs minimum value. County staff calculates the Fee Increment for this Development Increment, which is the product of the number of Fee Increment DUEs multiplied by the fee rate per DUE identified in the fee program (ex. 300 x $15,000 = $ 4.5M).

Step 3 – County staff calculates the 80%/20% Fee Increment split (ex. $3.6 M/$0.9M).

Step 4 – County staff reviews the impacted roadway locations and assigns Build Improvements to the Development Increment based on the output from the Tool and from the project-specific conditions of approval as follows:

A. If Build Improvements that add up to approximately $3.6M can be identified, then those are assigned. County staff also collects approximately $0.9M for the reserve fund. Or;

B. If Build Improvements that add up to approximately $3.6M cannot be identified, but Build Improvements that add up to the Fee Increment amount of $4.5M can, then the latter Build Improvements may be assigned. The difference between $4.5M and the actual cost of Build Improvements would be placed in reserve. No reserve would be collected if the actual cost of Build Improvements were $4.5M. Or;

C. If the Build Improvements identified exceeds $4.5M, and the County can fund the difference between the total Build Improvement costs and $4.5M via reserve funds or other funds, then those Build Improvements may be assigned. Or;

D. If the County identifies Build Improvements that the County will deliver, then it may choose to collect $4.5M from the Development Increment as an upfront payment for use on the identified Build Improvement. Or;

E. If Build Improvements cannot be identified either because they do not fit these financial constraints or because no improvements are required, then the County may choose to collect $4.5M from the Development Increment and place these funds in reserve.

The situation in Step 4.C is used for the remainder of Example 1.

Step 5 – The project proponent and County then enter into an agreement that identifies the Build Improvements, establishes the commencement date for construction and delivery, and terms regarding reimbursement for costs in excess of the Fee Increment.

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

Example 2

Project B requests the County run the Tool for 350 dwelling units located within the boundaries of district 2. The steps are the same as Example 1 except as follows:

Step 1 – County staff manually enters 350 DUEs into the Tool for Project B in district 2.

Step 2 – The Fee Increment is set using the actual number of DUEs (350) because it is above the minimum value of 300 DUEs. County staff calculates the Fee Increment for this Development Increment (ex. 350 x $15,000 = $ 5.25M).

Step 3 – County staff calculates the 80%/20% Fee Increment split (ex. $4.2 M/$1.05M).

Steps 4 are the same as Example 1 but use the $5.25/$4.2/$1.05 figures. For Example 2, the situation in Step 4.D is used.

Step 5 – The project proponent and County then enter into an agreement that identifies the Build Improvements and establishes the timing of payment of the full Fee Increment.

Step 6 – The project proponent pays the full Fee Increment at first building permit issuance in accordance with the agreement and the Transportation Mitigation Strategy. If the developer fails to comply with applicable timing requirements, the County has the right to assign different Build Improvements to the Development Increment based on changing circumstances or priorities.

Example 3

Project C, a small independent development project, requests the County run the Tool for 15 dwelling units located within the boundaries of district 6.

EXHIBIT A

Step 1 – The Director determines this is a small independent development project and not a phase or subset of a larger project or Development Increment. The Director grants an exemption from the minimum 300 DUE Fee Increment requirement per section 6c and considers the following options:

A. Assigning Build Improvements identified by the Tool and based on 15 DUEs;
B. Requiring payment of the Development Increment's full Fee Increment based on 15 DUEs, in lieu of constructing Build Improvements, prior to issuance of the first building permit; or
C. Requiring payment of the plan area roadway impact fees at time of building permit issuance.

The County elects not to run the Tool given the small size of this project and selects option B because the County is delivering a nearby improvement that is insufficiently funded.

Step 2 – The project proponent and County then enter into an agreement that identifies the requirement to pay the full Fee Increment (15 DUEs x $15,000 = $225,000) at time of first building permit issuance and establishes the timing of Fee Increment payment.

Step 3 – The project proponent pays the Fee Increment in accordance with the agreement and the Transportation Mitigation Strategy. If the developer fails to comply with applicable timing and delivery requirements, the County has the right to assign different Build Improvements to the Development Increment based on changing circumstances or priorities.

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FILED
MAR 09 2021
BOARD OF SUPERVISORS
BY Florence Adams
CLERK OF THE BOARD

COUNTY OF SACRAMENTO
CALIFORNIA

For the Agenda of:
March 9, 2021

To: Board of Supervisors

Through: Ann Edwards, Interim County Executive

Steven L. Hartwig, Deputy County Executive
Public Works and Infrastructure Agency

From: Ron Vicari, Director
Department of Transportation

Subject: Amendment To The Transportation Mitigation Strategy For Jackson Corridor Development Projects

District(s): Kennedy, Nottoli

RECOMMENDED ACTION

1. Recognize exempt status of this action pursuant to CEQA Guidelines §15061(b)(3).
2. Adopt the amendment to the Jackson Corridor Development Projects Transportation Mitigation Strategy Policy.

BACKGROUND

On July 23, 2019, County staff conducted a transportation focused workshop at the Board of Supervisors (Board) regarding solutions to enhance and better manage a transportation network to serve the proposed development along the Jackson Highway Corridor (Attachment 1). At that workshop, the Board adopted the Jackson Corridor Development Projects Transportation Mitigation Strategy (Attachment 2).

The Department of Transportation (SACDOT) developed the Transportation Mitigation Strategy (Strategy) in consultation with Planning and Environmental Review (PER), Special Districts, and the Jackson Corridor developers to address the implementation of regional roadway and intersection mitigation projects resulting from the impacts of the Jackson Corridor development projects. The purpose of the Strategy was to identify and provide for the construction of improvements to mitigate each development project's transportation impacts, such that the construction of the improvements occur in a timely manner along with the development creating the impacts. The Strategy was intended to replace the existing

trigger-based methodology currently being used in older plan areas throughout the County. The Strategy provided for the construction of mitigation improvements that more directly relate to the impacts of an incremental development project in terms of proximity and size of the development, and to build mitigation improvements commensurate with the fees generated from the incremental development.

The County wishes to update the language in the Strategy to further emphasize that Jackson Road (SR 16) is a priority transportation facility in the corridor and that the County will work diligently on implementing transportation improvement projects on Jackson Road and seek outside funding sources including Regional Transportation Improvement Program funds, if necessary. Staff is recommending that the Board adopt the Amended Transportation Mitigation Strategy language as set forth in Attachment 3.

Environmental Review

This action is a mere clarification to the previously adopted Transportation Mitigation Strategy and does not substantially change any mitigation priorities or commitments already inherent in the policy. This action would not result in any environmental consequences and would therefore not trigger any kind of CEQA analysis. Pursuant to CEQA Guidelines §15061(b)(3) the action would be subject to the so-called "common sense" exemption from CEQA, which states that the activity is not subject to CEQA "[w]here it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment[.]" The Environmental Impact Reports for the Jackson Highway Corridor master plans each contain a cumulative analysis of potential environmental impacts, and any future transportation project constructed pursuant to the Transportation Mitigation Strategy will undergo project-specific environmental review.

FINANCIAL ANALYSIS

There is no financial impact to the County. The Transportation Mitigation Strategy processes are funded entirely by the applicants as outlined in each project's Funding Agreement.

Attachments:
ATT 1 – Vicinity Map
ATT 2 – Transportation Mitigation Strategy
ATT 3 – Transportation Mitigation Strategy (as Amended March 9, 2021)
ATT 4 – Notice of Exemption

County of Sacramento
Jackson Corridor Development Projects
Transportation Mitigation Strategy

July 23, 2019
Amended March 9, 2021

This Transportation Mitigation Strategy ("Strategy") shall apply to all development projects within the following Jackson Highway Corridor plan areas:

a. West Jackson Highway Master Plan
b. Jackson Township Specific Plan
c. Newbridge Specific Plan
d. Mather South Community Master Plan

Development projects within the plan areas are responsible for implementing roadway segment and intersection improvements that are required to mitigate impacts to the transportation network, as set forth in each project's approved environmental documents and conditions of approval. It is the intent of Sacramento County that impacts to the transportation network be mitigated concurrent with the implementation of the impacting development project. This Strategy will guide the identification, delivery and construction of the regional "Existing plus Project" and "Existing plus Multiple Projects" roadway segment and intersection improvements that will be required to be built with each incremental development project within the above plan areas.

Definitions

Build Improvements: The regional "Existing plus Project" and "Existing plus Multiple Projects" roadway segment and intersection improvement(s) from the plan area's conditions of approval that will be required to be built to mitigate the impacts of the Development Increment for the plan areas above.
Development Increment: A specified portion of development for the plan areas above for which construction will be undertaken and approvals for that specified portion will be required by the County. A Development Increment may not contain non-contiguous parcels separated by more than 1.5 miles, unless approved by the Director.
Director: The Director of the County's Department of Transportation.
Fee Increment: The amount of funding that will be generated by the Development Increment through payment of the regional roadway component of the plan area roadway impact fees for the greater of the Development Increment or 300 dwelling unit equivalents (DUEs).
Tool: The County's Dynamic Implementation Tool; the software and computer model inputs used to determine the impacts to the regional roadway segments and intersections, and the Build Improvements identified to mitigate those impacts. (See Appendix A for detailed description).

Financing of Improvements to Mitigate Transportation Network Impacts

1. Build Improvements will be funded through revenue generated from roadway impact fee programs that have been established by or pursuant to plan area financing plans. Funding

for Build Improvements may also include other transportation infrastructure funding sources, such as Measure A Sales Tax revenues and State and Federal funding programs.

2. The plan area fee programs have recognized Measure A Sales Tax revenues, State and Federal funding programs, and other funding sources that are currently programmed and the adopted roadway impact fees are based on the availability of these funds. It is anticipated that improvement projects utilizing such funding sources will be delivered and constructed by the County. The availability and expenditure of these funds for Build Improvements shall be subject to the requirements applicable to the specific funding source from which they are received.

3. Cost estimates for Build Improvements shall be as set forth in the applicable plan area financing plans and/or the area wide finance document.

4. Any credits or reimbursements due from the construction of Build Improvements shall be in accordance with the applicable fee program or finance plan.

Determining a Development Increment's Build Improvements

5. It is the intent of Sacramento County that impacts to the transportation network be mitigated concurrent with the implementation of the impacting development and that the size of the improvements are commensurate with the size and impact of development and the available funding. The County will determine Build Improvements considering the various improvements identified by the Tool, the estimated cost of the identified improvements, the Fee Increment, and the availability of other funds[1]. (See Appendix B for a hypothetical example.)

6. Each Development Increment will have a Fee Increment based on the size of the Development Increment. The Fee Increment is calculated by multiplying the fee rates per DUE for the regional roadway component set forth in the applicable plan area roadway impact fee program by the number of DUEs, as follows:
    a. For Development Increments with 300 or more DUEs, calculation of the Fee Increment shall be based on the actual number of DUEs.
    b. For Development Increments with fewer than 300 DUEs, calculation of the Fee Increment shall be based on 300 DUEs. The Director may grant an exemption to the requirements of subsection (b) to Development Increments that are independent development projects and not a phase or subset of a larger project or Development Increment. In such a scenario, the Director shall determine how the Development Increment will satisfy its obligation to mitigate transportation impacts generated by that Development Increment, including, but not limited to, the following:

[1] Jackson Road improvements are high priority projects and when triggered by the dynamic implementation tool, the County will work diligently on implementing those projects, including seeking outside funding sources (including Regional Transportation Improvement Program funds), if necessary.

i. Constructing Build Improvements identified by the Tool and based on a Fee Increment that utilizes the Development Increment's actual number of DUEs;
ii. A payment of the Development Increment's full Fee Increment, in lieu of constructing Build Improvements, prior to issuance of the first building permit; or
iii. Payment of the plan area roadway impact fees at time of building permit issuance.

7. The Tool may also be utilized to develop a conceptual set of Build Improvements for the plan area or a Development Increment during the entitlement process to inform the project proponents and the Board of Supervisors. However, the actual Build Improvements required to be constructed by a Development Increment shall be determined by the process described in sections 8 and 9, and may deviate from the conceptual set of Build Improvements previously developed due to a Development Increment's changed circumstances or progress, or changes to the transportation network and/or the Department of Transportation's priority needs.

8. The Build Improvements that the Development Increment will be required to construct shall be determined using the Tool. The Tool will utilize the actual number of DUEs in the Build Increment. The development proponent is responsible for requesting the Tool analysis sufficiently in advance of their Development Increment to allow for timely execution of the agreement described in section 9 and delivery of their Build Improvements as described in section 15.

9. A written agreement between the County and project proponent shall be required to identify the specific Build Improvements assigned to the project and set a date by which construction of the Build Improvements by the project proponent shall commence, or a date for in-lieu payment by the project proponent per section 13 shall occur. The Build Improvements identified by the Tool and the proposed timing of construction 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 a residential Development Increment or initiation of a building permit application for a non-residential Development Increment. 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 Build Improvements based on changed circumstances or progress, or changes to the transportation network and/or the Department of Transportation's priority needs.

Credits, Reimbursements, and the Cost of Build Improvements

10. A credit and/or reimbursement agreement will likely be needed for each Development Increment that must construct Build Improvements due to the timing of the construction and its acceptance by the County relative to when building permit fees must be paid. Any credit or reimbursement shall be provided in accordance with the associated fee program or finance plan requirements from which the credit or reimbursement is due.

11. When the Development Increment is fewer than 300 DUEs, the Development Increment may be assigned Build Improvements whose cost estimates exceed the fee revenues generated by the actual number of DUEs, as described in section 6. The Development Increment shall be responsible for funding and constructing the Build Improvements assigned by the County, including those improvements which costs exceed the amount of fee revenues generated by the Development Increment's actual number of DUEs. Credit or reimbursement shall be due for the additional eligible costs per the applicable plan area fee program.

12. Constructed Build Improvement costs are unlikely to exactly match the Fee Increment. Lower costs will result in the creation of reserve funding; higher cost Build Improvements will require funds from the reserve, increased funding from the Development Increment, and/or other County funding. It is the County's intent to establish reserve funding to help manage these differences by allocating the Fee Increment as follows: Build Improvements would be assigned based on a target of eighty percent (80%) of the Fee Increment in addition to any other funds the County makes available for that Build Improvement; the remaining (20%) would be placed in reserve to be applied to other transportation mitigation measures (including other assigned Build Improvements) associated with implementation of other development projects in the plan area and other Jackson Highway Corridor plan areas, as determined by the Director. It is anticipated that while the Development Increment's Fee Increment generally will be allocated as noted above, the listed percentages will be adjusted as necessary to conform to Build Improvement costs and address the Department of Transportation's priority needs. The County shall not assign Build Improvements with estimated costs exceeding one hundred percent (100%) of the Fee Increment in addition to any other funds (including available reserve funds noted above). Appendix B includes a hypothetical example of possible Build Improvement scenarios.

Implementing a Development Increment's Build Improvements

13. In lieu of constructing the Build Improvements, the Director may accept an upfront payment up to 100 percent of the full amount of the Fee Increment if the Build Improvements will be constructed by the County or another party. Payment shall be made to the County prior to the recordation of any final map for residential development or issuance of any building permit for non-residential development Increment. This payment shall be considered as satisfying the requirements of section 15.

14. If the project proponent chooses to fund the Build Improvements through a Community Facilities District (CFD) or similar public finance mechanism, the CFD or similar public finance mechanism must be formed prior to the recordation of a small lot final map for a residential Development Increment or issuance of any building permit for a non-residential Development Increment. The formation shall occur regardless of whether the Build Improvements will be constructed concurrent with the Development Increment or an in-lieu amount will be paid up front. An advanced funding agreement with the County for CFD establishment costs must be executed prior to initiation of CFD formation.

15. The delivery and construction of the Build Improvements shall proceed as follows to ensure completion in a timely manner:

    a. The improvement plans for the Build Improvements shall be approved, and construction bonds shall be posted, prior to the recordation of any final map for a residential Development Increment or issuance of any building permit for non-residential Development Increment.
    b. For residential Development Increments, construction of the Build Improvements shall commence by the date identified in the agreement described in section 9 and prior to twenty-five percent (25%) build-out of the Development Increment (as measured by the number of building permit issuances). Build-out of the Development Increment may proceed beyond this percentage if the project proponent demonstrates, to the satisfaction of the Director, that construction has been delayed due to circumstances beyond the project proponent's control and will commence within a time frame acceptable to the Director.
    c. If a residential Development Increment is a phase or a subset of a larger development project, a future phase shall not proceed beyond twenty-five percent (25%) build-out of the Development Increment (as measured by the number of building permit issuances) until construction of the Build Improvements assigned to an earlier Development Increment has been substantially completed, as defined in the most recent version of the Sacramento County Standard Construction Specifications, or the project proponent demonstrates, to the satisfaction of the Director, that construction of the Build Improvements for the earlier Development Increment is progressing at an acceptable rate. For large development projects consisting of multiple Development Increments and Build Improvements, the County and project proponent may enter into an implementation agreement specifying the terms and conditions for the delivery and construction of said Build Improvements.
    d. For non-residential Development Increments, construction shall commence by the date identified in the agreement described in section 9 and be completed prior to County's issuance of a certificate of occupancy, unless otherwise approved by the Director.

Administration and Update of the Strategy

16. The Department of Transportation will manage this Strategy and the Tool. The costs to manage, maintain, update, and conduct Tool analysis, and all other related administrative work tasks, shall be funded by all development projects within the Jackson Highway Corridor plan areas. Funding to support the above efforts will be either in the form of application fees or a development agreement between the County and each project proponent.

17. This Strategy and its components, including the Tool, shall be reviewed and updated as needed, but no less frequently than every five years or at key planning events undertaken by the County including, but not limited to, General Plan updates, and updates to the Jackson Highway Corridor plan area master plans or specific plans. The review and update

of this Strategy and the Tool shall include, but not be limited to, land use changes, revisions to the proposed and completed transportation network, changes in the costs of the Build Improvements, changes in associated escalation values due to inflation, and the securing of new funding sources to supplement the costs of improvements.

18. A project proponent may appeal a determination by Department of Transportation 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; and (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

The Dynamic Implementation Tool

Sacramento County has developed a new approach for identifying the transportation improvements required to be constructed by a given Development Increment within the Jackson Corridor plan areas that will be much more attuned to the actual location of development and its impacts. This new approach has led to the creation of what is referred to as the Dynamic Implementation Tool (Tool). For any amount of development that is proposed to be implemented in the Jackson Corridor, the Tool is capable of estimating the vehicle trips that would be generated, where those new vehicle trips would go, and whether any of those new vehicle trips would cause specific roadway segments or intersections to operate at an unacceptable Level of Service. The Tool enables Sacramento County and project proponents to monitor and manage the transportation network proactively, and to more effectively identify and assign transportation improvements to County roadways and intersections in support of where incremental growth occurs in the Jackson Corridor.

To accomplish this, the proposed land uses for development projects in the Jackson Corridor plan areas have been subdivided into a geographical network of 64 smaller districts. Each district has a varying mix of residential, employment and commercial land uses but is small enough such that all traffic generated in a district would have a similar trip distribution. These districts are linked to a corresponding spreadsheet-based model — the Tool—that will calculate the amount of traffic generated by a Development Increment in a district and assign this traffic to the roadway network. When an applicant proposes a specific Build Increment and requests an analysis, staff will manually enter the actual number of residential units, or square footage of retail or commercial building space, into the Tool for each district. The Tool will use information contained in the latest edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE) to automatically calculate how much traffic the Development Increment would generate and use the trip distribution information from the Jackson Corridor joint traffic analysis to assign where that traffic will travel on the surrounding roadway network. The Tool also will calculate new roadway traffic volumes and intersection turn movements. County staff will analyze this data to determine which roads and intersections would be impacted and require improvements based on changes in roadway volume to capacity ratios and intersection delays. Staff will use the data generated by the Tool to assign Build Improvements to developers from those listed in each project's conditions of approval consistent with the Transportation Mitigation Strategy.

Appendix B

Transportation Network Mitigation Strategy Examples

Example 1

Project A requests the County run the Tool for 150 dwelling unit equivalents (DUEs) located within the boundaries of district 2.

Step 1 – County staff manually enters 150 DUEs into the Tool for Project A in district 2. The Tool automatically calculates the amount of traffic generated from this number of dwelling units and assigns it to the roads and intersections in the vicinity of district 2. The Tool identifies traffic volume changes on impacted roads and intersections as output and the County staff identifies potential Build Improvements.

Step 2 – Although the size of the Development Increment is 150 DUEs, the Fee Increment is set using the 300 DUEs minimum value. County staff calculates the Fee Increment for this Development Increment, which is the product of the number of Fee Increment DUEs multiplied by the fee rate per DUE identified in the fee program (ex. 300 x $15,000 = $ 4.5M).

Step 3 – County staff calculates the 80%/20% Fee Increment split (ex. $3.6 M/$0.9M).

Step 4 – County staff reviews the impacted roadway locations and assigns Build Improvements to the Development Increment based on the output from the Tool and from the project-specific conditions of approval as follows:

A. If Build Improvements that add up to approximately $3.6M can be identified, then those are assigned. County staff also collects approximately $0.9M for the reserve fund. Or;

B. If Build Improvements that add up to approximately $3.6M cannot be identified, but Build Improvements that add up to the Fee Increment amount of $4.5M can, then the latter Build Improvements may be assigned. The difference between $4.5M and the actual cost of Build Improvements would be placed in reserve. No reserve would be collected if the actual cost of Build Improvements were $4.5M. Or;

C. If the Build Improvements identified exceeds $4.5M, and the County can fund the difference between the total Build Improvement costs and $4.5M via reserve funds or other funds, then those Build Improvements may be assigned. Or;

D. If the County identifies Build Improvements that the County will deliver, then it may choose to collect $4.5M from the Development Increment as an upfront payment for use on the identified Build Improvement. Or;

E. If Build Improvements cannot be identified either because they do not fit these financial constraints or because no improvements are required, then the County may choose to collect $4.5M from the Development Increment and place these funds in reserve.

The situation in Step 4.C is used for the remainder of Example 1.

Step 5 – The project proponent and County then enter into an agreement that identifies the Build Improvements, establishes the commencement date for construction and delivery, and terms regarding reimbursement for costs in excess of the Fee Increment.

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

Example 2

Project B requests the County run the Tool for 350 dwelling units located within the boundaries of district 2. The steps are the same as Example 1 except as follows:

Step 1 – County staff manually enters 350 DUEs into the Tool for Project B in district 2.

Step 2 – The Fee Increment is set using the actual number of DUEs (350) because it is above the minimum value of 300 DUEs. County staff calculates the Fee Increment for this Development Increment (ex. 350 x $15,000 = $ 5.25M).

Step 3 – County staff calculates the 80%/20% Fee Increment split (ex. $4.2 M/$1.05M).

Steps 4 are the same as Example 1 but use the $5.25/$4.2/$1.05 figures. For Example 2, the situation in Step 4.D is used.

Step 5 – The project proponent and County then enter into an agreement that identifies the Build Improvements and establishes the timing of payment of the full Fee Increment.

Step 6 – The project proponent pays the full Fee Increment at first building permit issuance in accordance with the agreement and the Transportation Mitigation Strategy. If the developer fails to comply with applicable timing requirements, the County has the right to assign different Build Improvements to the Development Increment based on changing circumstances or priorities.

Example 3

Project C, a small independent development project, requests the County run the Tool for 15 dwelling units located within the boundaries of district 6.

Step 1 – The Director determines this is a small independent development project and not a phase or subset of a larger project or Development Increment. The Director grants

an exemption from the minimum 300 DUE Fee Increment requirement per section 6c and considers the following options:

A. Assigning Build Improvements identified by the Tool and based on 15 DUEs;
B. Requiring payment of the Development Increment's full Fee Increment based on 15 DUEs, in lieu of constructing Build Improvements, prior to issuance of the first building permit; or
C. Requiring payment of the plan area roadway impact fees at time of building permit issuance.

The County elects not to run the Tool given the small size of this project and selects option B because the County is delivering a nearby improvement that is insufficiently funded.

Step 2 – The project proponent and County then enter into an agreement that identifies the requirement to pay the full Fee Increment (15 DUEs x $15,000 = $225,000) at time of first building permit issuance and establishes the timing of Fee Increment payment.

Step 3 – The project proponent pays the Fee Increment in accordance with the agreement and the Transportation Mitigation Strategy. If the developer fails to comply with applicable timing and delivery requirements, the County has the right to assign different Build Improvements to the Development Increment based on changing circumstances or priorities.

Department of Transportation
Ron E. Vicari, Director



Divisions
Administration
Maintenance & Operations
Engineering & Planning

County of Sacramento

March 25, 2025

Emma Carrico
Office of Planning and Environmental Review
carricoe@saccounty.gov

Subject: **WEST JACKSON HIGHWAY MASTER PLAN (GPB, CPB, DGB)**
Control No.: **PLNP2008-00240**
Entitlement: **A General Plan Amendment, Community Plan Amendment, Master Plan, Affordable Housing Strategy, Development Agreement, Public Facilities Financing Plan, Urban Services Plan, and Water Supply Master Plan Amendment**
APN: **VARIOUS**
Location: **East of South Watt Avenue, north of Elder Creek Road, south of Kiefer Boulevard and west of Excelsior Road in the Vineyard and Cordova Communities**

The Department of Transportation, Development Services Section, has reviewed the above-referenced project and recommends the following conditions of approval relating to right-of-way, access, and improvement requirements:

ONGOING MEASURES:

CONDITION TC-1: JACKSON CORRIDOR TRANSPORTATION MITIGATION STRATEGY PARTICIPATION
AS AN ONGOING MEASURE: The applicant shall participate in the implementation of the Jackson Corridor Transportation Mitigation Strategy (JCTMS) as adopted by the Board of Supervisors on July 23, 2019 and amended on March 9, 2021, which is attached hereto as Exhibit A, by providing funding for and/or constructing the improvements identified in condition TC-2. The applicant acknowledges that said identified list of improvements may be modified over time by SacDOT. As development proceeds, the Dynamic Implementation Tool shall be employed, as specified in the JCTMS, to select the time at which the listed improvements will be required to be funded and/or constructed.

CONDITION TC-2: IMPROVEMENTS LIST
AS AN ONGOING MEASURE:

1. **West Jackson Highway Master Plan – Onsite Roadway Segments:** Consistent with TC-1, when triggered by the Dynamic Implementation Tool, concurrent with each development phase, the applicant shall construct full Class A roadway improvements within the limits of said development phase along schools, parks, open space, detention basins, public utilities/public facilities and existing residential developments, to the satisfaction of the Department of Transportation.

a. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to five travel lanes (three northbound and two southbound) on **Bradshaw Road from Collector WJ-8 to Goethe Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-5.1
b. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to five travel lanes (three northbound and two southbound) on **Bradshaw Road from Kiefer Boulevard to Collector WJ-8**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-5.2
c. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to five travel lanes (three northbound and two southbound) on **Bradshaw Road from Collector WJ-9 to Kiefer Boulevard**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-6.1
d. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Mayhew Road to Collector WJ-9**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-6.2
e. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Jackson Road to Mayhew Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a

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20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-6.3

f. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Rock Creek Parkway to Jackson Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-7.1

g. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Collector WJ-4 to Rock Creek Parkway.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-7.2

h. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Collector WJ-10 to Collector WJ-4.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-7.2

i. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Collector WJ-10 to Rock Creek Parkway East.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-7.3

j. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Collector WJ-11 to Rock Creek Parkway East.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per

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cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-7.3

k. **Bradshaw Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from four travel lanes to six travel lanes on **Bradshaw Road from Elder Creek Road to Collector WJ-11.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-7.4

l. **Elder Creek Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (two westbound and one eastbound) on **Elder Creek Road from Hedge Avenue easterly to Project Boundary.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-26

m. **Elder Creek Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (two westbound and one eastbound) on **Elder Creek Road from Mayhew Road to Bradshaw Road.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-27

n. **Elder Creek Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (two westbound and one eastbound) on **Elder Creek Road from Bradshaw Road easterly to Project Boundary.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-28.1

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o. **Elder Creek Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Elder Creek Road from Vineyard Road westerly to Project Boundary.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-28.1

p. **Elder Creek Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Elder Creek Road from Vineyard Road to Excelsior Road.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-28.2

q. **Mather Boulevard-Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening to two travel lanes on **Mather Boulevard-Excelsior Road from Kiefer Boulevard northerly to the Project Boundary**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per cross-section Figure 5.8 in the West Jackson Master Plan, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-83

r. **Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening to two travel lanes on **Excelsior Road from Douglas Road to Kiefer Boulevard**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per cross-section Figure 5.8 in the West Jackson Master Plan , six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-30.1

s. **Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Collector WJ-1E/Collector JT-1 to Douglas Road**. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot

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Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-30.2

t. **Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Collector WJ-2/Collector JT-6 to Collector WJ-1E/Collector JT-1**. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-30.3

u. **Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Jackson Road to Collector WJ-2/Collector JT-6**. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-30.4

v. **Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Elder Creek Road to Jackson Road**. The improvements shall include the necessary roadway reconstruction and /or widening based on a based on a 74-foot arterial standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-31.1 and RS-31.2

w. **Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Florin Road to Elder Creek Road**. The improvements shall include the necessary roadway reconstruction and /or widening based on a based on a 74-foot arterial standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-32

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x. **Florin Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one eastbound and two westbound) on **Florin Road from westerly Project Boundary to Vineyard Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-42.1b

y. **Florin Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one eastbound and two westbound) on **Florin Road from Vineyard Road to Excelsior Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-42.2

z. **Fruitridge Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Fruitridge Road from South Watt Avenue to Hedge Avenue**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-48

aa. **Fruitridge Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Fruitridge Road from Hedge Avenue to Collector WJ-12**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-49.1

bb. **Fruitridge Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Fruitridge Road from Collector WJ-12 to Mayhew Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson

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Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-49.2

cc. **Happy Lane:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Happy Lane from Kiefer Boulevard to Old Placerville Road.** This traffic study identifies future impacts to the existing two-lane **Happy Lane from Kiefer Boulevard to Old Placerville Road** that will be mitigated by construction of a new four-lane **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. County recommends that the applicant complies with the alternative improvement listed below in order to avoid throwaway improvements

    i. **Alternative Improvement:** The applicant shall obtain right-of-way, fully fund, and construct the **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Furthermore, the applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes on Happy Lane from Kiefer Boulevard to Old Placerville Road. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot major collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.RS-58.1 and RS-58.2

dd. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from South Watt Avenue to Hedge Avenue**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-67

ee. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Jackson Road from Hedge Avenue to Collector WJ-3**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike

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lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-68.1

ff. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Jackson Road from Collector WJ-3 to Mayhew Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-68.2

gg. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from Mayhew Road to Bradshaw Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-69

hh. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from Bradshaw Road to Collector WJ-4**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-70.1

ii. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from Collector WJ-4 to Vineyard Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson

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Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-70.2

jj. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from Vineyard Road to Collector WJ-5**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-70.3

kk. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from Collector WJ-5 to Collector WJ-6**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-70.4

ll. **Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Jackson Road from Collector WJ-6 to Excelsior Road.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. RS-70.5

mm. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Kiefer Boulevard from Bradshaw Road to Collector WJ-14.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County

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Improvement Standards, and to the satisfaction of the Department of Transportation. RS-77.1

nn. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Kiefer Boulevard from Collector WJ-14 to Routier Road Extension.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-77.2

oo. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Kiefer Boulevard from Routier Road Extension to Happy Lane.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-77.3

pp. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes on **Kiefer Boulevard from Happy Lane to Collector WJ-15.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-305

qq. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a new six-lane roadway on **Kiefer Boulevard from WJ-15 to Douglas Road Extension.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-306

rr. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a new four-lane roadway on **Kiefer Boulevard from Douglas Road Extension to Excelsior Road.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for

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Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-307

ss. **Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new three-lane roadway (one southbound and two northbound) on **Mayhew Road from Elder Creek Road north to the Project Boundary**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-311

tt. **Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Mayhew Road from Collector WJ-13 to the southern Project Boundary**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-311

uu. **Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Mayhew Road from Collector WJ-13 to Fruitridge Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.RS-310

vv. **Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Mayhew Road from Fruitridge Road to Rock Creek Parkway**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-89.2

ww. **Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **Mayhew Road from Rock Creek Parkway to Jackson Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per

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cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-89.1

xx. M**ayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Mayhew Road from Jackson Road to Bradshaw Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-309

yy. **Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Mayhew Road from Bradshaw Road to Routier Road Extension**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-308

zz. **Routier Road Extension:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Routier Road Extension from Mayhew Road to Kiefer Boulevard**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-332

aaa. **Routier Road Extension:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Routier Road Extension from Kiefer Boulevard to Happy Lane**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-331

bbb. **Routier Road Extension:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Routier Road Extension from Happy Lane to Old Placerville Road**. The improvements shall include the necessary roadway reconstruction and/or

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widening based on a 74-foot arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-330

ccc. **South Watt Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **South Watt Avenue from Rock Creek Parkway to Jackson Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-98.1

ddd. **South Watt Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **South Watt Avenue from Fruitridge Road to Rock Creek Parkway**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-98.2

eee. **South Watt Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to four travel lanes on **South Watt Avenue from Project Boundary north of Elder Creek Road to Project Boundary south of Fruitridge Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-99

fff. **Douglas Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Douglas Road from Excelsior Road to Vineyard Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot major collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-300

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ggg. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new three-lane roadway on **Vineyard Road from Douglas Road to Kiefer Boulevard**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-301

hhh. **Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Rock Creek Parkway from South Watt Avenue to Hedge Avenue**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 108-foot Major Collector with Low Impact Development (L.I.D.) Median standard per cross-section Figure 5.6 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 16-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-312

iii. **Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Rock Creek Parkway from Hedge Avenue to Mayhew Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 108-foot Major Collector with L.I.D. Median standard per cross-section Figure 5.6 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 16-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-313

jjj. **Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Rock Creek Parkway from Mayhew Road to Bradshaw Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 108-foot Major Collector with L.I.D. Median standard per cross-section Figure 5.6 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 16-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-314

kkk. **Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Rock Creek Parkway from Bradshaw Road to Collector WJ-7**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 108-foot Major Collector with L.I.D. Median standard per cross-section Figure 5.6 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 16-foot Easement for Public Utilities and Public Facilities pursuant to the West

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Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-315

lll. **Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Rock Creek Parkway from Collector WJ-7 to Vineyard Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 108-foot Major Collector with L.I.D. Median standard per cross-section Figure 5.6 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 16-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-315

mmm. V**ineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Vineyard Road from Florin Road to Collector WJ-22**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-322

nnn. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Vineyard Road from Collector WJ-22 to Elder Creek Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-321

ooo. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Vineyard Road from Elder Creek Road to Collector WJ-6**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-320

ppp. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Vineyard Road from Collector WJ-6 to Rock Creek Parkway East**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson

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Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-319

qqq. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new four-lane roadway on **Vineyard Road from Rock Creek Parkway East to Jackson Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan cross-section with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-304

rrr. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Vineyard Road from Jackson Road to Collector WJ-1W**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-334

sss. **Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Vineyard Road from Collector WJ-1W to Douglas Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-333

ttt. **Collector WJ-6:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Collector WJ-6 from Vineyard Road to Collector WJ-19/WJ-20**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-328

uuu. **Collector WJ-6:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Collector WJ-6 from Collector WJ-19/WJ-20 to Jackson Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson

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Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-326

vvv. **Collector WJ-6:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Collector WJ-6 from Jackson Road to Collector WJ-2**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per cross-section Figure 5.8 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-325.

www. **Collector WJ-2:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Collector WJ-2 from Collector WJ-6 to Excelsior Road.** The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per cross-section Figure 5.8 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-327

xxx. **Collector WJ-1W:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Collector WJ-1W from Vineyard Road to WJ-1E**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per cross-section Figure 5.8 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-323

yyy. **Collector WJ-1E:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Collector WJ-1E from WJ-1W to Excelsior Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per cross-section Figure 5.8 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-324

zzz. **Hedge Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Hedge Avenue from Elder Creek Road northerly to Project Boundary**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-60

aaaa. **Hedge Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Hedge Avenue from Fruitridge Road southerly to Project Boundary**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento

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County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-60

bbbb. **Hedge Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Hedge Avenue from Fruitridge Road to Rock Creek Parkway**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-59.2

cccc. **Hedge Avenue:** The applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a new two-lane roadway on **Hedge Avenue from Rock Creek Parkway to Jackson Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot Major Collector standard per cross-section Figure 5.7 in the West Jackson Master Plan and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. RS-59.1

dddd. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a new two-lane roadway on **Kiefer Boulevard from Tree View Lane to Eagles Nest Road**. The improvements shall include the necessary roadway reconstruction and /or widening based on an 82-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 50-foot Easement for Public Utilities and Public Facilities pursuant to the NewBridge Specific Plan, Jackson Township Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: Each of the Jackson Corridor plans will be responsible to provide this roadway segment. (LTA Mitigation Measure: E+MP RS-200)

eeee. **Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening on **Kiefer Boulevard from Tree View Lane to Eagles Nest Road** from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on an 82-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 50-foot Easement for Public Utilities and Public Facilities pursuant to the NewBridge Specific Plan, Jackson Township Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Where this roadway segment falls onsite to the Specific Plan or adjacent to open space, frontage improvements shall be required. Note: Each of the Jackson Corridor plans will be responsible to provide this roadway segment. (LTA Mitigation Measure: C+MP RS-200)

2. **West Jackson Highway Master Plan – Onsite Intersections:** The phasing of the following onsite and offsite signalized intersections shall be determined on case by case basis for the individual projects within West Jackson Highway Master Plan and improvements shall be installed pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.

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a. **Jackson Road and South Watt Avenue:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: three left-turn lanes, two through lanes, one right-turn lane
    ii. S/B Approach: three left-turn lanes, two through lanes, one right-turn lane
    iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
    iv. W/B Approach: two left-turn lanes, two through lanes, two right-turn lanes
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-16
b. **Fruitridge Road and South Watt Avenue:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
    ii. S/B Approach: one left-turn lane, two through lanes, one right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
    iv. W/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-17
c. **Hedge Avenue and Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one shared through/right-turn lane
    ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
    iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-23
d. **Fruitridge Road and Hedge Avenue:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
    ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane

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iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-24

e. **Elder Creek Road and Hedge Avenue:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-25
f. **Jackson Road and Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-29
g. **Fruitridge Road and Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, two through lanes
   ii. S/B Approach: two through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, one right-turn lane
   iv. W/B Approach: N/A
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-30
h. **Elder Creek Road and Mayhew Road/Waterman Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

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i. N/B Approach: one shared left-turn/through/right-turn lane
ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-31

i. **Bradshaw Road and Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-37
j. **Bradshaw Road and Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-38
k. **Bradshaw Road and Elder Creek Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
   iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-39

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l. **Kiefer Boulevard and Happy Lane:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: N/A
   ii. S/B Approach: one left-turn lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, three through lanes
   iv. W/B Approach: two through lanes, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-43

m. **Excelsior Boulevard and Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry: I-44
   i. N/B Approach: one left-turn lane, one through lane
   ii. S/B Approach: one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the Jackson Township Specific Plan, West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: Both the Jackson Township Specific Plan and the West Jackson Highway Master Plan will be responsible to provide combined improvements at this intersection to accommodate the following intersection geometry:
   vi. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   vii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   viii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   ix. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane

n. **Excelsior Road and Jackson Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry: I-45
   i. N/B Approach: one left-turn lane, one shared through/right-turn lane
   ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the Jackson Township Specific Plan, West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. Note: Both the Jackson Township Specific Plan

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and the West Jackson Highway Master Plan will be responsible to provide combined improvements at this intersection to accommodate the following intersection geometry:

vi. N/B Approach: one left-turn lane, one shared through/right-turn lane
vii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
viii. E/B Approach: one left-turn lane, two through lanes, one right-turn lane
ix. W/B Approach: one left-turn lane, two through lanes, one right-turn lane

o. **Elder Creek Road and Excelsior Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane
   ii. S/B Approach: two through lanes, one right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-46
p. **Bradshaw Road and Florin Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
   iv. W/B Approach: two left-turn lanes, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-40
q. **Excelsior Road and Florin Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-47
r. **Excelsior Road and Collector WJ-1/Collector JT-1:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry: I-200
   i. N/B Approach: one left-turn lane, one through lane
   ii. S/B Approach: one through lane, one shared through/right-turn lane

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iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the Jackson Township Specific Plan, West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: Both the Jackson Township Specific Plan and the West Jackson Highway Master Plan will be responsible to provide combined improvements at this intersection to accommodate the following intersection geometry:
vi. N/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
vii. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
viii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
ix. W/B Approach: one left-turn lane, one through lane, one right-turn lane

s. **Excelsior Road and Collector WJ-2/Collector JT-2:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry: I-201
i. N/B Approach: one left-turn lane, one through lane
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the Jackson Township Specific Plan, West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: Both the Jackson Township Specific Plan and the West Jackson Highway Master Plan will be responsible to provide combined improvements at this intersection to accommodate the following intersection geometry:
vi. N/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
vii. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
viii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
ix. W/B Approach: one left-turn lane, one through lane, one right-turn lane

t. **Jackson Road and Collector WJ-3:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one right-turn lane
ii. S/B Approach: N/A
iii. E/B Approach: one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the

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Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-300

u. **Jackson Road and Collector WJ-4:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
    ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
    iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-301

v. **Jackson Road and Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
    ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
    iii. E/B Approach: one left-turn lane, three through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-302

w. **Jackson Road and Collector WJ-5:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
    ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
    iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-tur lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-304

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x. **Jackson Road and Collector WJ-6:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
    ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
    iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. I-305
y. **South Watt Avenue and Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one through lane, one shared through/right-turn lane
    ii. S/B Approach: two left-turn lanes, two through lanes
    iii. E/B Approach: N/A
    iv. W/B Approach: one left-turn lane, one right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-307
z. **Hedge Avenue and Rock Creek Parkway (westbound):** The applicant shall obtain right-of-way, fully fund, and construct roundabout improvements to accommodate the following intersection geometry:
    i. N/B Approach: one shared left-turn/through lane
    ii. S/B Approach: one shared through/right-turn lane
    iii. E/B Approach: N/A
    iv. W/B Approach: one shared left-turn/through/right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-308
aa. **Hedge Avenue and Rock Creek Parkway (eastbound):** The applicant shall obtain right-of-way, fully fund, and construct roundabout improvements to accommodate the following intersection geometry:
    i. N/B Approach: one shared through/right-turn lane
    ii. S/B Approach: one shared left-turn/through lane
    iii. E/B Approach: one shared left-turn/through/right-turn lane
    iv. W/B Approach: N/A
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-309

bb. **Mayhew Road and Rock Creek Parkway (westbound) and Mayhew Road and Rock Creek Parkway (eastbound):** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following single intersection geometry:
    i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
    iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-310 and I-311

cc. **Bradshaw Road and Rock Creek Parkway:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, three through lanes
    ii. S/B Approach: two through lanes, one shared through/right-turn lane
    iii. E/B Approach: one left-turn lane, one right-turn lane
    iv. W/B Approach: N/A
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-312

dd. **Vineyard Road and Rock Creek Parkway East:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, two through lanes
    ii. S/B Approach: one through lane, one shared through/right-turn lane
    iii. E/B Approach: one left-turn lane, one right-turn lane
    iv. W/B Approach: N/A
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-314

ee. **Douglas Road and Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct roundabout improvements to accommodate the following intersection geometry:
    i. N/B Approach: one shared through/right-turn lane
    ii. S/B Approach: one shared through/left-turn lane
    iii. E/B Approach: N/A
    iv. W/B Approach: one left-turn lane, one right-turn
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to

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the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-315

ff. **Bradshaw Road and Collector WJ-8:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, two through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-316

gg. **Bradshaw Road and Collector WJ-9:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: two left-turn lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-317

hh. **Bradshaw Road and Mayhew Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-318

ii. **Bradshaw Road and Rock Creek Parkway East:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-319

jj. **Bradshaw Road and Collector WJ-11:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, three through lanes
   ii. S/B Approach: two through lanes, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-320

kk. **Fruitridge Road and Collector WJ-12:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-321

ll. **Mayhew Road and Collector WJ-13:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, three through lanes
   ii. S/B Approach: two through lanes, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-322

mm. **Kiefer Boulevard and Collector WJ-14:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane

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v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-323

nn. **Vineyard Road and Collector WJ-22:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one through lane, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, two through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-324

oo. **Douglas Road Extension/Vineyard Road and Kiefer Boulevard:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-325

pp. Excelsior Road and Collector WJ-22: The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one shared through/left-turn lane
   ii. S/B Approach: one through lane, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-326

qq. **Elder Creek Road and Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane

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v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-327

rr. **Florin Road and Vineyard Road:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: N/A
   ii. S/B Approach: one left-turn lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane
   iv. W/B Approach: one through lane, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-328

ss. **Kiefer Boulevard and Routier Road Extension:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-329

tt. **Happy Lane and Routier Road Extension:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
   iv. W/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-330

uu. **Old Placerville Road and Routier Road/Routier Road Extension:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, one through lane, one right-turn lane

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v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-331

vv. **Vineyard Road/Collector WJ-1W:** The applicant shall obtain right-of-way, fully fund, and construct roundabout improvements to accommodate the following intersection geometry:

i. N/B Approach: one shared through/right-turn lane
ii. S/B Approach: one through lane, one left-turn lane
iii. E/B Approach: N/A
iv. W/B Approach: one shared left-turn/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-303

ww. **Vineyard Road/Collector WJ-6:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-306

xx. **Elder Creek Road and Collector WJ-21:** The applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one right-turn lane
ii. S/B Approach: N/A
iii. E/B Approach: one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. I-313

3. **WEST JACKSON HIGHWAY MASTER PLAN -- EXISTING PLUS PROJECT CONDITIONS:**

a. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Lincoln Village Drive to US50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Lincoln Village Drive to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-2)

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b. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-3)
c. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Goethe Road to Old Placerville Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Goethe Road to Old Placerville Road** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-4)
d. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Collector WJ-8 to Goethe Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from four travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-5.1)
e. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Kiefer Boulevard to Collector WJ-8** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-5.2)
f. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Collector WJ-9 to Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-6.1)
g. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Mayhew Road to Collector WJ-9** operates at an acceptable level of service, level of service E or better, the applicant shall obtain

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right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-6.2)

h. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-25)

i. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek Road from Hedge Avenue to Mayhew Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot Arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-26)

j. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Elk Grove-Florin Road from Gerber Road to Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-29)

k. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Florin-Perkins Road to South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 4-lane arterial standard per cross-section Figure 5.4 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and

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open roadside drainage pursuant to the Sacramento County Improvement Standards or the City of Sacramento standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P RS-66)

l. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P RS-67)

m. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Hedge Avenue to Collector WJ-3** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P RS-68.1)

n. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Collector WJ-3 to Mayhew Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P RS-68.2)

o. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Sunrise Boulevard to Grant Line Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot

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thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P RS-73)

p. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-96)

q. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Jackson Road to Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from five travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-97)

r. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Elder Creek Road to Fruitridge Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-99)

s. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Florin Road to Elder Creek Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard per cross-section Figure 5.3 in the West Jackson Master Plan with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P RS-100)

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t. [E+P Roadway Segment Improvement] To ensure that the roadway segment of **Watt Avenue from Folsom Boulevard to US50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Watt Avenue from Folsom Boulevard to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-110)

u. [E+P Intersection Improvement] To ensure that the intersection of **Jackson Road and South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: three left-turn lanes, two through lanes, one right-turn lane
    ii. S/B Approach: three left-turn lanes, two through lanes, one right-turn lane
    iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
    iv. W/B Approach: two left-turn lanes, two through lanes, two right-turn lanes
    v. This improvement shall include the accommodation of a **westbound free right-turn lane**. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P I-16)

v. [E+P Intersection Improvement] To ensure that the intersection of **Fruitridge Road and South Watt Avenue** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
    ii. S/B Approach: one left-turn lane, two through lanes, one right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
    iv. W/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-17)

w. [E+P Intersection Improvement] To ensure that the intersection of **Elder Creek Road and South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
    ii. S/B Approach: one left-turn lane, two through lanes, one right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
    iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
    v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-18)

x. [E+P Intersection Improvement] To ensure that the intersection of **Elk Grove Florin Road/South Watt Ave and Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iii. E/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-20)

y. [E+P Intersection Improvement] To ensure that the intersection of **Hedge Avenue and Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P I-23)

z. [E+P Intersection Improvement] To ensure that the intersection of **Elder Creek Road and Mayhew Road/Waterman Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one shared left-turn/through/right-turn lane
   ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the

Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-31)

aa. [E+P Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-37).

bb. [E+P Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P I-38)

cc. [E+P Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Elder Creek Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
   iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation I-39)

dd. [E+P Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

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i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
iv. W/B Approach: two left-turn lanes, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-40)

ee. [E+P Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Gerber Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-41)

ff. [E+P Intersection Improvement] To ensure that the intersection of **Happy Lane and Old Placerville Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one right-turn lane
ii. S/B Approach: N/A
iii. E/B Approach: one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane
v. The above-listed improvements are interim in nature with the ultimate mitigation at this location being to construct improvements to accommodate the following intersection geometry: Happy Lane is to become a right-turn-in and right-turn-out only intersection. A new raised median will allow westbound left-turn movements into Happy Lane. Also, the ultimate mitigation will include construction of a new four-lane **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. County recommends that the applicant complies with the alternative mitigation measure listed below in order to avoid throwaway interim improvements.
1. **Alternative Mitigation:** As an alternative to the above mitigation, the applicant shall obtain right-of-way, fully fund, and construct the **Routier Road Extension from Happy Lane to Old Placerville Road**.
vi. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-42)

gg. [E+P Intersection Improvement] To ensure that the intersection of **Douglas Road Extension/Douglas Road and Mather Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one shared left turn/through/right-turn lane
   ii. S/B Approach: one left turn lane, one shared through/right-turn lane
   iii. E/B Approach: one shared left turn/through/right-turn lane
   iv. W/B Approach: one shared left turn/through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-52)

hh. [E+P Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Rock Creek Parkway East** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, two right-turn lanes
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-319)

ii. [E+P Intersection Improvement] To ensure that the intersection of **Douglas Road Extension/Vineyard Road and Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-325)

jj. [E+P Intersection Improvement] To ensure that the intersection of **Old Placerville Road and Routier Road Extension/Routier Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way,

fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, one through lane, one right-turn lane
v. This improvement shall include a **northbound right-turn overlap.** The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+P I-331)

kk. [E+P City of Sacramento Roadway Improvements] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. Pay a fair share contribution towards the widening of **Elder Creek Road from Power Inn Road to Florin-Perkins Road** from two travel lanes to four travel lanes. (LTA Mitigation Measure: E+P RS-23)
ii. **Folsom Boulevard from Howe Avenue to Jackson Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-44)
iii. Pay a fair share contribution towards the widening of **Fruitridge Road from Florin-Perkins Road to South Watt Avenue** from two travel lanes to four travel lanes. (LTA Mitigation Measure: E+P RS-47)
iv. **Howe Avenue from Folsom Boulevard to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+P RS-62)

ll. [E+P City of Sacramento Improvement] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following intersection improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. To ensure that the intersection of **Florin-Perkins Road at Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall pay a fair share contribution towards the intersection modification to accommodate the following intersection geometry (LTA Mitigation Measure: E+P I-9):
    1. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
    2. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
    3. E/B Approach: one left-turn lane, two through lanes, one right-turn lane
    4. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane

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5. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.

mm. [E+P City of Rancho Cordova Improvements] For those Improvements located entirely within the jurisdiction of the City of Rancho Cordova and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Rancho Cordova has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Rancho Cordova standards to the satisfaction of the Department of Transportation.

nn. **Mather Field Road and Rockingham Drive** is already constructed to its ultimate intersection geometry, which is the maximum General Plan designation for this intersection. (LTA Mitigation Measure: E+P I-51)

oo. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Douglas Road from Mather Boulevard to Zinfandel Drive** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-15)

pp. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Douglas Road from Zinfandel Drive to City of Rancho Cordova City Limit** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-16)

qq. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-25)

rr. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-26)

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ss. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from Mayhew Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-27)

tt. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-28)

uu. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Jackson Road to Kiefer Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-30)

vv. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Elder Creek Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-31)

ww. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Gerber Road to Florin Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-33)

xx. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Florin Road from to Bradshaw Road to Vineyard Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-42.1)

yy. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Fruitridge Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-48)

zz. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Fruitridge Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-49)

aaa. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Happy Lane from Kiefer Boulevard to Old Placerville Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-58)

bbb. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Hedge Avenue from Rock Creek Parkway to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-59.1)

ccc. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Jackson Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+P F-70)

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ddd. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Jackson Road from Excelsior Road to Eagles Nest Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-71)

eee. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the south side of the segment of **Kiefer Boulevard from westerly project boundary approximately 4,000 feet east of South Watt Ave to South Watt Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-74)

fff. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the north side of the segment of **Kiefer Boulevard from westerly project boundary approximately 1,860 feet east of South Watt Ave to South Watt Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-74)

ggg. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Kiefer Boulevard from Bradshaw Road to Happy Lane** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-77)

hhh. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Mather Boulevard-Excelsior Road from Keifer Boulevard to Douglas Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Please note, the shoulder widening excludes the roadway segment that is within the developed community of Independence at Mather. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-83)

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iii. [E+P Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Mayhew Road from Fruitridge Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+P F-89)

jjj. [E+P Caltrans Improvements] To alleviate the impacts of the Jackson Corridor Developments, the Sacramento County Department of Transportation has consulted with Caltrans and they have identified the following improvements. The applicant shall provide a fair share contribution toward Caltrans' freeway facilities to the satisfaction of the Sacramento County Department of Transportation and Caltrans:

i. Pay fair share toward the future conversion of HOV lanes to Toll Lanes or a Reversible Lane along U.S. Highway 50 from I-5 to Watt Avenue.

ii. Pay fair share toward the U.S. Highway 50 Integrated Corridor Management for the deployment of various Intelligent Transportation System improvements along U.S. Highway 50 and the City of Rancho Cordova, and regionally significant corridors in Sacramento County and the City of Folsom for incident management (non-capacity increasing) [Caltrans ID SAC25113].

4. <u>WEST JACKSON HIGHWAY MASTER PLAN -- EXISTING PLUS MULTIPLE PROJECTS CONDITIONS:</u>

a. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Lincoln Village Drive to US50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Lincoln Village Drive to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-2)

b. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-3)

c. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Goethe Road to Old Placerville Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Goethe Road to Old Placerville Road** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-4)

d. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Collector WJ-8 to Goethe Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from four travel lanes to six travel lanes. The improvements shall include

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the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-5.1)

e. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Kiefer Boulevard to Collector WJ-8** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-5.2)

f. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Collector WJ-9 to Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-6.1)

g. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Mayhew Road to Collector WJ-9** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-6.2)

h. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Bradshaw Road from Mayhew Road to Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-6.3)

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i. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-25)

j. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek Road from Hedge Avenue to Mayhew Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-26)

k. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek Road from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to three travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-27)

l. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek Road from Bradshaw Road to Vineyard Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-28.1)

m. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Elder Creek from Vineyard Road to Excelsior Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-28.2)

n. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Elk Grove-Florin Road from Gerber Road to Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-29)

o. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Douglas Road to Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to two travel lanes. The improvements shall include the necessary roadway reconstruction and/or widening based on a 50-foot Collector standard per the West Jackson Master Plan, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-30.1)

p. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Collector WJ-1E/Collector JT-1 to Douglas Road**. operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Collector WJ-1E/Collector JT-1 to Douglas Road**. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-30.2)

q. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Collector WJ-2/Collector JT-6 to Collector WJ-1E/Collector JT-1**operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Collector WJ-2/Collector JT-6 to Collector WJ-1E/Collector JT-1**. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson

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Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-30.3)

r. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Jackson Road to Collector WJ-2/Collector JT-6** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes (one northbound and two southbound) on **Excelsior Road from Jackson Road to Collector WJ-2/Collector JT-6**. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 20-foot Easement for Public Utilities and Public Facilities pursuant to the Jackson Township Specific Plan, the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-30.4)

s. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Collector WJ-6 to Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-31.1)

t. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Elder Creek Road to Collector WJ-6** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-31.2)

u. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Excelsior Road from Florin Road to Elder Creek Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-32)

v. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Florin Road from Vineyard Road to Excelsior Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way,

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fully fund, and construct improvements to accommodate a roadway widening to three travel lanes (one eastbound and two westbound lanes). The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-42.2)

w. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Fruitridge Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to three travel lanes (one eastbound and two westbound lanes). The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-48)

x. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Fruitridge Road from Hedge Avenue to Collector WJ-12** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes (one eastbound and two westbound lanes). The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-49.1)

y. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Fruitridge Road from Collector WJ-12 to Mayhew Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to four travel lanes (one eastbound and two westbound lanes). The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-49.2)

z. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Grant Line Road from Elk Grove City Limit to Calvine Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, and open roadside drainage pursuant to the Sacramento County Improvement Standards or the City of Elk Grove Improvement Standards, the Capital Southeast

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Connector JPA Project Design Guidelines, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-55.1)

aa. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Happy Lane from Kiefer Boulevard to Old Placerville Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a new four-lane **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a 4-lane arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Furthermore, the applicant shall obtain right-of-way, fully fund, and construct public street improvements to accommodate a roadway widening from two travel lanes to three travel lanes on Happy Lane from Kiefer Boulevard to Old Placerville Road. The improvements shall include the necessary roadway reconstruction and/or widening based on a 60-foot major collector standard per cross-section Figure 5.7 in the West Jackson Master Plan with a, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage and a 22-foot Easement for Public Utilities and Public Facilities pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Impacts to the existing two-lane **Happy Lane from Kiefer Boulevard to Old Placerville Road** will be mitigated by construction of a new four-lane **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. (LTA Mitigation Measure: E+MP RS-58.1 and E+MP RS-58.2)

bb. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Florin-Perkins Road to South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 4-lane arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the Sacramento County Improvement Standards or the City of Sacramento standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. In order to fully mitigate this impact, the applicant would need to widen the roadway beyond four lanes. **Jackson Road from Florin-Perkins Road to South Watt Avenue** will be constructed to four travel lanes, which is the maximum General Plan designation for this segment (LTA Mitigation Measure: E+MP RS-66)

cc. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway

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Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. In order to fully mitigate this impact, the applicant would need to widen the roadway beyond six lanes. **Jackson Road from South Watt Avenue to Hedge Avenue** will be constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-67)

dd. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Hedge Avenue to Collector WJ-3** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-68.1)

ee. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Collector WJ-3 to Mayhew Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-68.2)

ff. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-69)

gg. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Bradshaw Road to Collector WJ-4** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway

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widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-70.1)

hh. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Collector WJ-4 to Vineyard Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-70.2)

ii. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Vineyard Road to Collector WJ-5** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-70.3)

jj. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Collector WJ-5 to Collector WJ-6** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-70.4)

kk. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Collector WJ-6 to Excelsior Road** operates at an

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acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-70.5)

ll. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Excelsior Road to Collector JT-3** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-71.1)

mm. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Jackson Road from Sunrise Boulevard to Grant Line Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP RS-73)

nn. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Kiefer Boulevard from Mayhew Road to Bradshaw Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-76)

oo. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Bradshaw Road to Collector WJ-14** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class

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D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-77.1)

pp. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Collector WJ-14 to Routier Road Extension** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-77.2)

qq. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Routier Road Extension to Happy Lane** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-77.3)

rr. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Mayhew Road from Rock Creek Parkway to Jackson Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-89.1)

ss. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Mayhew Road from Fruitridge Road to Rock Creek Parkway** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-89.2)

tt. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Old Placerville Road from Happy Lane to Routier Road** operates at an

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acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a new four-lane **Routier Road Extension from Happy Lane to Old Placerville Road**. The improvements shall include the necessary roadway reconstruction and/or widening based on a four-lane arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-92)

uu. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-96)

vv. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Jackson Road to Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from five travel lanes to six travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-97)

ww. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Rock Creek Parkway to Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-98.1)

xx. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Fruitridge Roat to Rock Creek Parkway** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-98.2)

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yy. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Elder Creek Road to Fruitridge Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-99)

zz. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **South Watt Avenue from Florin Road to Elder Creek Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-100)

aaa. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Watt Avenue from Folsom Boulevard to US50** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **Watt Avenue from Folsom Boulevard to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-110)

bbb. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Zinfandel Drive from Douglas Road to the Rancho Cordova City Limit** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-122)

ccc. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Zinfandel Drive from Collector MS-2 to Douglas Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-123.1)

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ddd. [E+MP Roadway Segment Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Tree View Lane to Eagles Nest Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate a roadway widening from two travel lanes to four travel lanes. The improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP RS-200)

eee. [E+MP Intersection Improvement] To ensure that the intersection of **Jackson Road and South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: three left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: three left-turn lanes, three through lanes, two right-turn lanes
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. This improvement shall include the accommodation of a **westbound free right-turn lane**. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-16)

fff. [E+MP Intersection Improvement] To ensure that the intersection of **Fruitridge Road and South Watt Avenue** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-17)

ggg. [E+MP Intersection Improvement] To ensure that the intersection of **Elder Creek Road and South Watt Avenue** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-18)

hhh. [E+MP Intersection Improvement] To ensure that the intersection of **Elk Grove Florin Road/Sout Watt Avenue and Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iii. E/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-20)

iii. [E+MP Intersection Improvement] To ensure that the intersection of **Hedge Avenue and Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-23)

jjj. [E+MP Intersection Improvement] To ensure that the intersection of **Hedge Avenue and Fruitridge Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane

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iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-24)

kkk. [E+MP Intersection Improvement] To ensure that the intersection of **Hedge Avenue and Elder Creek Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements and accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-25)

lll. [E+MP Intersection Improvement] To ensure that the intersection of **Mayhew Road and Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-29)

mmm. [E+MP Intersection Improvement] To ensure that the intersection of **Mayhew Road and Fruitridge Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and

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construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes
ii. S/B Approach: two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, one right-turn lane
iv. W/B Approach: N/A
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-30)

nnn. [E+MP Intersection Improvement] To ensure that the intersection of **Elder Creek Road and Mayhew Road/Waterman Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one shared left-turn/through/right-turn lane
ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-31)

ooo. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. In order to fully mitigate this impact, the applicant would need to widen this intersection to beyond a standard 6x6 intersection geometry, which is the maximum General Plan designation. Therefore, this impact remains significant and unavoidable even after construction. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-37).

ppp. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane

iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-38)

qqq. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Elder Creek Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-39)

rrr. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane
iv. W/B Approach: two left-turn lanes, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-40)

sss. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Gerber Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iii. E/B Approach: two left-turn lanes, one shared through/right-turn lane

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iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-41)

ttt. [E+MP Intersection Improvement] To ensure that the intersection of **Happy Lane and Old Placerville Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct improvements to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one right-turn lane
ii. S/B Approach: N/A
iii. E/B Approach: one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane
v. Happy Lane is to become a right-turn-in and right-turn-out only intersection. A new raised median will allow westbound left-turn movements into Happy Lane. The applicant shall also obtain right-of-way, fully fund, and construct the **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-42)

uuu. [E+MP Intersection Improvement] To ensure that the intersection of **Kiefer Boulevard and Happy Lane** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
i. N/B Approach: N/A
ii. S/B Approach: one left-turn lane, one right-turn lane
iii. E/B Approach: one left-turn lane, three through lanes
iv. W/B Approach: two through lanes, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-43)

vvv. [E+MP Intersection Improvement] To ensure that the intersection of **Kiefer Boulevard and Happy Lane** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one through lane
ii. S/B Approach: one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-44)

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www. [E+MP Intersection Improvement] To ensure that the intersection of **Excelsior Road and Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP I-45)

xxx. [E+MP Intersection Improvement] To ensure that the intersection of **Excelsior Road and Elder Creek Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane
ii. S/B Approach: two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-46)

yyy. [E+MP Intersection Improvement] To ensure that the intersection of **Excelsior Road and Florin Road** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-47)

zzz. [E+MP Intersection Improvement] To ensure that the intersection of **Douglas Road Extension/Douglas Road and Mather Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

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i. N/B Approach: one shared left turn/through/right-turn lane
ii. S/B Approach: one left turn lane, one shared through/right-turn lane
iii. E/B Approach: one shared left turn/through/right-turn lane
iv. W/B Approach: one shared left turn/through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-52)

aaaa. [E+MP Intersection Improvement] To ensure that the intersection of **Mayhew Road and Rock Creek Parkway (westbound) and Mayhew Road and Rock Creek Parkway (eastbound)** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following single intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, on shared through/right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, on shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-310 and I-311)

bbbb. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Collector WJ-9** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: two through lanes, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, three through lanes
iii. E/B Approach: N/A
iv. W/B Approach: two left-turn lanes, one right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-317)

cccc. [E+MP Intersection Improvement] To ensure that the intersection of **Bradshaw Road and Rock Creek Parkway East** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: two through lanes, one shared through/right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes
iii. E/B Approach: N/A
iv. W/B Approach: one left-turn lane, two right-turn lanes

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v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-319)

dddd. [E+MP Intersection Improvement] To ensure that the intersection of **Douglas Road Extension/Vineyard Road and Kiefer Boulevard** operates at an acceptable level of service, level of service E or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-325)

eeee. [E+MP Intersection Improvement] To ensure that the intersection of **Old Placerville Road and Routier Road Extension/Routier Road** operates at an acceptable level of service, level of service D or better, the applicant shall obtain right-of-way, fully fund, and construct signal improvements to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, one through lane, one right-turn lane
v. This improvement shall include a **northbound right-turn overlap.** The improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: E+MP I-331)

ffff. [E+MP City of Sacramento Improvements] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. Pay a fair share contribution towards the widening of **Elder Creek Road from Power Inn Road to Florin-Perkins Road** from two travel lanes to four travel lanes. (LTA Mitigation Measure: E+MP RS-23)
ii. Pay a fair share contribution towards the widening of **Elder Creek Road from Florin-Perkins Road to South Watt Avenue** from two travel lanes to four travel lanes. (LTA Mitigation Measure: E+MP RS-24)

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iii. **Folsom Boulevard from Howe Avenue to Jackson Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-44)

iv. Pay a fair share contribution towards the widening of **Fruitridge Road from Florin-Perkins Road to South Watt Avenue** from two travel lanes to four travel lanes. (LTA Mitigation Measure: E+MP RS-47)

v. **Howe Avenue from Folsom Boulevard to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-62)

gggg. [E+MP City of Sacramento Improvement] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following intersection improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. To ensure that the intersection of **Florin-Perkins Road at Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant shall pay a fair share contribution towards the intersection modification to accommodate the following intersection geometry (LTA Mitigation Measure: E+MP I-9):

1. N/B Approach: one left-turn lane, two through lanes, one right-turn lane
2. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
3. E/B Approach: one left-turn lane, two through lanes, two right-turn lanes
4. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane

hhhh. [E+MP City of Elk Grove Improvements] For those Improvements located entirely within the jurisdiction of the City of Elk Grove and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Elk Grove has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Elk Grove standards, the Capital Southeast Connector JPA Project Design Guidelines, and to the satisfaction of the Department of Transportation.

i. Pay a fair share contribution towards the widening of **Grant Line Road from Sheldon Road to Elk Grove City Limit** from two travel lanes to four travel lanes. (LTA Mitigation Measure: E+MP RS-55.2)

iiii. [E+MP City of Rancho Cordova Improvements] For those Improvements located entirely within the jurisdiction of the City of Rancho Cordova and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Rancho Cordova has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Rancho Cordova standards to the satisfaction of the Department of Transportation.

i. **Rockingham Drive from Old Placerville Road to Mather Field Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-95)

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ii. **Sunrise Boulevard from Trade Center Drive to Folsom Boulevard** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-102)

iii. **Zinfandel Drive from White Rock Road to US50** is already constructed to seven travel lanes, which is already greater than the maximum General Plan designation for this segment. (LTA Mitigation Measure: E+MP RS-118)

iv. **Mather Field Road and Rockingham Drive** is already constructed to its ultimate intersection geometry, which is the maximum General Plan designation for this intersection. (LTA Mitigation Measure: E+MP I-51)

jjjj. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Douglas Road from Mather Boulevard to Zinfandel Drive** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-15)

kkkk. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Douglas Road from Zinfandel Drive to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-16)

llll. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Eagles Nest Road from Jackson Road to Kiefer Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-19)

mmmm. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Eagles Nest Road from Florin Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-20)

nnnn. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both

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sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-25)

oooo. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-26)

pppp. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from Mayhew Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-27)

qqqq. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Elder Creek Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-28)

rrrr. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Jackson Road to Kiefer Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-30)

ssss. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Elder Creek Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-31)

tttt. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Florin Road to Elder Creek Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-32)

uuuu. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Gerber Road to Florin Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-33)

vvvv. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Excelsior Road from Calvine Road to Gerber Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-34)

wwww. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Florin Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-39)

xxxx. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Florin Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-40)

yyyy. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Florin Road from Mayhew Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-41)

zzzz. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Florin Road from to Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-42)

aaaaa. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Florin Road from Excelsior Road to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-43)

bbbbb. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Fruitridge Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-48)

ccccc. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Fruitridge Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-49)

ddddd. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Grant Line Road from Douglas Road to White Rock Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. Note: This only applies to the portion of roadway segment that is within the County's jurisdiction. (LTA Mitigation Measure: E+MP F-50)

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eeeee. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Happy Lane from Kiefer Boulevard to Old Placerville Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-58)

fffff. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Hedge Avenue from Fruitridge Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-59)

ggggg. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Jackson Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP F-70)

hhhhh. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Jackson Road from Excelsior Road to Eagles Nest Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: E+MP F-71)

iiiii. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Kiefer Boulevard from Florin Perkins Road to South Watt Ave** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-74)

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jjjjj. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Kiefer Boulevard from Bradshaw Road to Happy Lane** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-77)

kkkkk. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Kiefer Boulevard from Zinfandel Drive to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-78)

lllll. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Mather Boulevard-Excelsior Road from Kiefer Boulevard to Douglas Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-83)

mmmmm. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Mayhew Road from Fruitridge Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-89)

nnnnn. [E+MP Functionality Improvement] The applicant shall obtain right-of-way, fully fund, and construct roadway improvements to the segment of **Zinfandel Drive from Kiefer Boulevard to Douglas Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: E+MP F-123)

ooooo. [E+MP Caltrans Improvements] To alleviate the impacts of the Jackson Corridor Developments, the Sacramento County Department of Transportation has consulted with Caltrans and they have identified the following improvements. The applicant shall provide a fair share contribution toward Caltrans' freeway

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facilities to the satisfaction of the Sacramento County Department of Transportation and Caltrans:

i. Pay fair share toward the future conversion of HOV lanes to Toll Lanes or a Reversible Lane along U.S. Highway 50 from I-5 to Watt Avenue.

ii. Pay fair share toward the U.S. Highway 50 Integrated Corridor Management for the deployment of various Intelligent Transportation System improvements along U.S. Highway 50 and the City of Rancho Cordova, and regionally significant corridors in Sacramento County and the City of Folsom for incident management (non-capacity increasing) [Caltrans ID SAC25113].

5. **WEST JACKSON HIGHWAY MASTER PLAN -- LTA CUMULATIVE PLUS MULTIPLE PROJECT CONDITIONS:**

a. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Bradshaw Road from Lincoln Village Drive to US50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Lincoln Village Drive to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-2)

b. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-3)

c. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Douglas Road from Mather Boulevard to Zinfandel Drive** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Douglas Road from Mather Boulevard to Zinfandel Drive** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-15)

d. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Jackson Road from Florin-Perkins Road to 14th Avenue** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Jackson Road from Florin-Perkins Road to 14th Avenue** is assumed to have been constructed to four travel lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-66.1)

e. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Jackson Road from 14th Avenue to South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Jackson Road from 14th Avenue to South Watt Avenue** is assumed to have been constructed to four travel lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-66.2)

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f. [LTA C+MP Roadway Improvement To ensure that the roadway segment of **Kiefer Boulevard from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Kiefer Boulevard from Mayhew Road to Bradshaw Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-76)

g. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Mayhew Road from Folsom Boulevard to Goethe Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond two lanes. **Mayhew Road from Folsom Boulevard to Goethe Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-87)

h. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** is assumed to have been constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-96)

i. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **South Watt Avenue from Florin Road to Elder Creek Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **South Watt Avenue from Florin Road to Elder Creek Road** is assumed to have been constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-100)

j. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Watt Avenue from Folsom Boulevard to US-50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Watt Avenue from Folsom Boulevard to US-50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-110)

k. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Tree View Lane to Eagles Nest Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Kiefer Boulevard from Tree View Lane to Eagles Nest Road** is assumed to have been constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-200)

l. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Happy Lane to Collector WJ-15** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **Kiefer Boulevard from Happy Lane to Collector WJ-15** is assumed to have been constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-305)

m. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Kiefer Boulevard from Collector WJ-15 to Vineyard Road/Douglas Road Extension** operates at an acceptable level of service, level of service E or better,

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the applicant would need to widen the roadway beyond six lanes. **Kiefer Boulevard from Collector WJ-15 to Vineyard Road/Douglas Road Extension** is assumed to have been constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-306)

n. [LTA C+MP Roadway Improvement] To ensure that the roadway segment of **Vineyard Road from Rock Creek Parkway East to Jackson Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Vineyard Road from Rock Creek Parkway East to Jackson Road** is assumed to have been constructed to two travel lanes, which is the West Jackson Highway Master Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-304)
o. [LTA C+MP Roadway Improvement] The applicant shall provide a fair share contribution for the following roadway improvements to the satisfaction of the Department of Transportation.
p. Pay a fair share contribution towards the widening of **Elder Creek Road from South Watt Ave to Hedge Ave** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-25)
q. Pay a fair share contribution towards the widening of **Elder Creek Road from Vineyard Road to Excelsior Road** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-28.1)
r. Pay a fair share contribution towards the widening of **Excelsior Road from Collector WJ-6 to Jackson Road** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-31.1)
s. Pay a fair share contribution towards the widening of **Excelsior Road from Elder Creek Road to Collector WJ-6** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-31.2)
t. To ensure that the roadway segment of **Florin Road from Power Inn Road to Florin-Perkins Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Florin**

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Road from Power Inn Road to Florin-Perkins Road is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-37)

u. The applicant shall pay a fair share contribution towards the construction of a new two-lane roadway of **Alta Florin Road from Power Inn Road to Florin-Perkins Road**. The cost of improvements shall include the necessary roadway reconstruction and /or widening including grade separation based on a modified four-lane arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.

v. Pay a fair share contribution towards the widening of **Fruitridge Road from South Watt Avenue to Hedge Avenue** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-48)

w. Pay a fair share contribution towards the widening of **Jackson Road from South Watt Avenue to Hedge Avenue** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-67)

x. Pay a fair share contribution towards the widening of **Jackson Road from Hedge Avenue to Collector WJ-3** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Hedge Avenue to Collector WJ-3** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-68.1)

y. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-3 to Mayhew Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike

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lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-3 to Mayhew Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-68.2)

z. Pay a fair share contribution towards the widening of **Jackson Road from Mayhew Road to Bradshaw Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-69)

aa. Pay a fair share contribution towards the widening of **Jackson Road from Bradshaw Road to Collector WJ-4** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Bradshaw Road to Collector WJ-4** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-70.1)

bb. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-4 to Vineyard Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-4 to Vineyard Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these

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improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-70.2)

6. Pay a fair share contribution towards the widening of **Jackson Road from Vineyard Road to Collector WJ-5** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Vineyard Road to Collector WJ-5** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-70.3)
    a. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-5 to Collector WJ-6** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-5 to Collector WJ-6 operates** at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-70.4)
    b. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-6 to Excelsior Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-6 to Excelsior Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP RS-70.5)
    c. Pay a fair share contribution towards the widening of **Mayhew Road from Rock Creek Parkway to Jackson Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-89.1)

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d. Pay a fair share contribution towards the widening of **Mayhew Road from Fruitridge Road to Rock Creek Parkway** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-89.2)
e. Pay a fair share contribution towards the widening of **Waterman Road from Elder Creek Road to Florin Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-148)
f. Pay a fair share contribution towards the widening of **Mayhew Road from Collector WJ-13 to Fruitridge Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-310)
g. Pay a fair share contribution towards the widening of **Mayhew Road from Elder Creek Road to Collector WJ-13** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP RS-311)
h. [LTA C+MP Intersection Improvement] The applicant shall provide a fair share contribution for the following intersection improvements to the satisfaction of the Department of Transportation.
i. Pay a fair share contribution towards the improvements at the intersection of **Folsom Boulevard and South Watt Avenue/Watt Avenue** to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-12)
    vi. Because this improvement does not mitigate the impact to less than significant, the applicant will be required to make a financial contribution towards a grade separation/high-capacity intersection at this location.

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j. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and South Watt Avenue** to accommodate the following intersection geometry:
    i. N/B Approach: three left-turn lanes, three through lanes, one right-turn lane
    ii. S/B Approach: three left-turn lanes, three through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-16)
    vi. Because this improvement does not mitigate the impact to less than significant, the applicant will be required to make a financial contribution towards a grade separation/high-capacity intersection at this location.

k. Pay a fair share contribution towards the improvements at the intersection of **Fruitridge Road and South Watt Avenue** to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, three through lanes, one right-turn lane
    ii. S/B Approach: one left-turn lane, three through lanes, one right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
    iv. W/B Approach: two left-turn lanes, one through lane, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-17)

l. Pay a fair share contribution towards the improvements at the intersection of **South Watt Avenue and Elder Creek Road** to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-18)

m. Pay a fair share contribution towards the improvements at the intersection of **Elk Grove-Florin Road/South Watt Avenue and Florin Road** to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane

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v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-20)

n. Pay a fair share contribution towards the improvements at the intersection of **Hedge Avenue and Jackson Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-23)

o. Pay a fair share contribution towards the improvements at the intersection of **Hedge Avenue and Fruitridge Road** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-24)

p. Pay a fair share towards the improvements at the intersection of **Elder Creek Road and Hedge Avenue** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-25)

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q. Pay a fair share contribution towards the improvements at the intersection of **Kiefer Boulevard and Mayhew Road** to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
    ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
    iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
    iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-28)
r. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Mayhew Road** to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    iii. E/B Approach: three left-turn lanes, three through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-29)
s. Pay a fair share contribution towards the improvements at the intersection of **Mayhew Road and Fruitridge Road** to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, two through lanes
    ii. S/B Approach: two through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, one right-turn lane
    iv. W/B Approach: N/A
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-30)
t. Pay a fair share contribution towards the improvements at the intersection of **Elder Creek Road and Mayhew Road/Waterman Road** to accommodate the following intersection geometry:
    i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane

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v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-31)

u. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Kiefer Boulevard** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. In order to fully mitigate this impact, the applicant would need to widen this intersection to beyond a standard 6x6 intersection geometry, which is the maximum General Plan designation. Therefore, this impact remains significant and unavoidable even after construction. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-37)

v. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Jackson Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-38)
   vi. Because this improvement does not mitigate the impact to less than significant, the applicant will be required to make a financial contribution towards a grade separation/high-capacity intersection at this location.

w. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Florin Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
   iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan,

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the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-40)

x. Pay a fair share contribution towards the improvements at the intersection of **Happy Lane and Old Placerville Road** to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one right-turn lane
    ii. S/B Approach: N/A
    iii. E/B Approach: one through lane, one shared through/right-turn lane
    iv. W/B Approach: one left-turn lane, two through lanes

y. Happy Lane is to become a right-turn-in and right-turn-out only intersection. A new raised median will allow westbound left-turn movements into Happy Lane. The applicant shall also pay a fair share contribution towards the improvement of the **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-42)

z. Pay a fair share contribution towards the improvements at the intersection of **Happy Lane and Kiefer Boulevard** to accommodate the following intersection geometry:
    i. S/B Approach: one left-turn lane, one right-turn lane
    ii. E/B Approach: one left-turn lane, three through lanes
    iii. W/B Approach: two through lanes, one shared through/right-turn lane
    iv. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation**.** To ensure that the intersection of **Happy Lane and Kiefer Boulevard** operates at an acceptable level of service, the intersection would need to be widened beyond the General Plan designation. (LTA Mitigation Measure: C+MP I-43)

aa. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Jackson Road** to accommodate the following intersection geometry:
    i. N/B Approach: one left-turn lane, one shared through/right-turn lane
    ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
    iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
    v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-45)

bb. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Kiefer Boulevard** to accommodate the following intersection geometry:

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i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-44)

cc. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Elder Creek Road** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one through lane
ii. S/B Approach: two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-46)

dd. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Florin Road** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-47)

ee. Pay a fair share contribution towards the improvements at the intersection of **Eagles Nest Road and Florin Road** to accommodate the following signalized intersection geometry:
i. N/B Approach: one left-turn lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-61)

ff. Pay a fair share contribution towards the improvements at the intersection of **Kiefer Boulevard and Sunrise Boulevard** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane

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ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-69)

gg. Pay a fair share contribution towards the improvements at the intersection of **Grant Line Road and Jackson Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, two right-turn lanes
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-80)

hh. Pay a fair share contribution towards the improvements at the intersection of **Florin Road and Power Inn Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-86)

ii. Pay a fair share contribution towards the improvements at the intersection of **Calvine Road and Grant Line Road** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, two through lanes
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared left-turn/right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-92)

jj. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-3** to accommodate the following intersection geometry:

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i. N/B Approach: one left turn lane, one right-turn lane
ii. S/B Approach: N/A
iii. E/B Approach: two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, three through lanes
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-300)

kk. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-4** to accommodate the following intersection geometry:
i. N/B Approach: one left turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-301)

ll. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Vineyard Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-302)

mm. Pay a fair share contribution towards the roundabout improvements at the intersection of **Jackson Road and Collector WJ-1W** to accommodate the following intersection geometry:
i. N/B Approach: one shard through/right-turn lane
ii. S/B Approach: one shard through/right-turn lane
iii. E/B Approach: N/A

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iv. W/B Approach: one shard left-turn/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-303)

nn. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-5** to accommodate the following intersection geometry:
i. N/B Approach: one left turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: two left turn lanes, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-304)

oo. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-6** to accommodate the following intersection geometry:
i. N/B Approach: one left turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP I-305)

pp. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Collector WJ-6** to accommodate the following intersection geometry:
i. N/B Approach: one left turn lane, two through lanes, one right-turn lane
ii. S/B Approach: one left turn lane, two through lanes, one right-turn lane
iii. E/B Approach: one left turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left turn lane, one through lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan,

the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-306)

qq. Pay a fair share contribution towards the improvements at the intersection of **South Watt Ave at Rock Creek Parkway** to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: two left turn lanes, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left turn lane, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-307)

rr. Pay a fair share contribution towards the roundabout improvements at the intersection of **Hedge Avenue and Rock Creek Parkway (westbound)** to accommodate the following intersection geometry:
   i. N/B Approach: one shared through/left-turn lane
   ii. S/B Approach: one shared through/right-turn lane
   iii. E/B Approach: N/A
   iv. W/B Approach: one shared left-turn/through/right-turn lane, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-308)

ss. Pay a fair share contribution towards the roundabout improvements at the intersection of **Hedge Avenue and Rock Creek Parkway (eastbound)** to accommodate the following intersection geometry:
   i. N/B Approach: one shared through/left-turn lane
   ii. S/B Approach: one shared through/left-turn lane
   iii. E/B Approach: one shared left-turn/through/right-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-309)

tt. Pay a fair share contribution towards the improvements at the intersections of **Mayhew Road and Rock Creek Parkway (westbound)** and **Mayhew Road and Rock Creek Parkway (eastbound)** to accommodate the single, signalized intersection with the following geometry:
   i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane

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v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-310 and I-311)

uu. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Rock Creek Parkway** to accommodate the following intersection geometry:
   i. N/B Approach: one left turn lane, three through lanes
   ii. S/B Approach: three through lanes, one right-turn lane
   iii. E/B Approach: one left turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-312)

vv. Pay a fair share contribution towards the improvements at the intersection of **Elder Creek Road and Collector WJ-21** to accommodate the following intersection geometry:
   i. N/B Approach: one left turn lane, one right-turn lane
   ii. S/B Approach: N/A
   iii. E/B Approach: one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-313)

ww. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Rock Creek Parkway East** to accommodate the following intersection geometry:
   i. N/B Approach: one left turn lane, two through lanes
   ii. S/B Approach: one through lane, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-314)

xx. Pay a fair share contribution towards the roundabout improvements at the intersection of **Vineyard Road and Douglas Road** to accommodate the following intersection geometry:
   i. N/B Approach: one shared through/right-turn lane
   ii. S/B Approach: one shared left-turn/through lane
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane

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v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-315)

yy. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Collector WJ-8** to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left turn lane, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-316)

zz. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Collector WJ-9** to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left turn lane, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: two left-turn lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-317)

aaa. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Mayhew Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-318)

bbb. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Rock Creek Parkway East** to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left-turn lane, three through lanes
   iii. W/B Approach: one left-turn lane, one right-turn lane
   iv. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan,

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the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-319)

ccc. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Collector WJ-11** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, three through lanes
ii. S/B Approach: two through lanes, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-320)

ddd. Pay a fair share contribution towards the improvements at the intersection of **Fruitridge Road and Collector WJ-12** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-321)

eee. Pay a fair share contribution towards the improvements at the intersection of **Mayhew Road at Collector WJ-13** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: N/A
iv. W/B Approach: one left-turn lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-322)

fff. Pay a fair share contribution towards the improvements at the intersection of **Kiefer Boulevard and Collector WJ-14** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane

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v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-323)

ggg. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road to Collector WJ-22** to accommodate the following intersection geometry:

i. N/B Approach: one through lane, one shared through/right-turn lane
ii. S/B Approach: two through lanes, right-turn lane
iii. E/B Approach: N/A
iv. W/B Approach: one left-turn lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-324)

hhh. Pay a fair share contribution towards the improvements at the intersection of **Douglas Road Extension/Vineyard Road and Kiefer Boulevard** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-325)

iii. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Collector WJ-22** to accommodate the following intersection geometry:

i. N/B Approach: one shard left-turn/through lane
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: one shared left-turn/right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-326)

jjj. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Elder Creek Road** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane

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v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-327)

kkk. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Florin Road** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, one through lane, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-328)

lll. Pay a fair share contribution towards the improvements at the intersection of **Routier Road Extension and Kiefer Boulevard** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-329)

mmm. Pay a fair share contribution towards the improvements at the intersection of **Routier Road Extension and Happy Lane** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-330)

nnn. Pay a fair share contribution towards the improvements at the intersection of **Routier Road Extension/Routier Road and Old Placerville Road** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane

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v. This improvement shall include a **northbound right-turn overlap**. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+MP I-331)

ooo. [LTA C+MP City of Sacramento Roadway Improvements] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. Pay a fair share contribution towards the widening of **Elder Creek Road from Power Inn Road to Florin-Perkins Road** from two travel lanes to four travel lanes. (LTA Mitigation Measure: C+MP RS-23)

ii. To ensure that the roadway segment of **Folsom Boulevard from Howe Avenue to Jackson Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond four lanes. **Folsom Boulevard from Howe Avenue to Jackson Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-44)

iii. Pay a fair share contribution towards the widening of **Fruitridge Road from Florin-Perkins Road to South Watt Avenue** from two travel lanes to four travel lanes. (LTA Mitigation Measure: C+MP RS-47)

iv. To ensure that the roadway segment of **Howe Avenue from Folsom Boulevard to US50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Howe Avenue from Folsom Boulevard to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-62)

ppp. [LTA C+MP City of Sacramento Intersection Improvements] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following intersection improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. **Howe Avenue/Power Inn Road and Folsom Boulevard** is already constructed to its ultimate intersection geometry, which is the maximum General Plan designation for this intersection. (LTA Mitigation Measure: C+MP I-3)

qqq. [LTA C+MP City of Rancho Cordova Roadway Improvements] For those Improvements located entirely within the jurisdiction of the City of Rancho Cordova and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Rancho Cordova has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Rancho Cordova standards to the satisfaction of the Department of Transportation.

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i. To ensure that the roadway segment of **Rockingham Drive from Old Placerville Road to Mather Field Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond four lanes. **Rockingham Drive from Old Placerville Road to Mather Field Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-95)

rrr. [LTA C+MP City of Rancho Cordova Intersection Improvements] For those Improvements located entirely within the jurisdiction of the City of Rancho Cordova and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Rancho Cordova has been executed, the applicant shall provide a fair share contribution for the following intersection improvements pursuant to the City of Rancho Cordova standards to the satisfaction of the Department of Transportation.

i. **Mather Field Road and Rockingham Drive** is already constructed to its ultimate intersection geometry, which is the maximum General Plan designation for this intersection. (LTA Mitigation Measure: C+MP I-51)

ii. Pay a fair share contribution towards the improvements at the intersection of **Douglas Road and Sunrise Boulevard** to accommodate the following intersection geometry:

1. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
2. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
3. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
4. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
5. This improvement shall include a **westbound right-turn overlap**. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure. (LTA Mitigation Measure: C+MP I-67)

sss. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Douglas Road from Mather Boulevard to Zinfandel Drive** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-15)

ttt. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Douglas Road from Zinfandel Drive to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. Note: This only applies to the portion of roadway segment that is within the County's jurisdiction. (LTA Mitigation Measure: C+MP F-16)

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uuu. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Eagles Nest Road from Jackson Road to Kiefer Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-19)

vvv. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Eagles Nest Road from Florin Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-20)

www. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-25)

xxx. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-26)

yyy. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Mayhew Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-27)

zzz. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement

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section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-28)

aaaa. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Jackson Road to Kiefer Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-30)

bbbb. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Elder Creek Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-31)

cccc. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Florin Road to Elder Creek Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-32)

dddd. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Gerber Road to Florin Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-33)

eeee. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Calvine Road to Gerber Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-34)

ffff. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Florin Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of

Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-39)

gggg. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Florin Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-40)

hhhh. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Florin Road from Mayhew Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-41)

iiii. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Florin Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-42)

jjjj. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Florin Road from Excelsior Road to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-43)

kkkk. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Fruitridge Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-48)

llll. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Fruitridge Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of

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Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-49)

mmmm. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Grant Line Road from Douglas Road to White Rock Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. Note: This only applies to the portion of roadway segment that is within the County's jurisdiction. (LTA Mitigation Measure: C+MP F-50)

nnnn. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Happy Lane from Kiefer Boulevard to Old Placerville Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-58)

oooo. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Hedge Avenue from Fruitridge Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-59)

pppp. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Hedge Avenue from Elder Creek Road to Fruitridge Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-60)

qqqq. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Hedge Avenue from Florin Road to Elder Creek Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-61)

rrrr. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Jackson Road from Bradshaw Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both

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sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP F-70)

ssss. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Jackson Road from Excelsior Road to Eagles Nest Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+MP F-71)

tttt. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Florin Perkins Road to South Watt Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-74)

uuuu. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Bradshaw Road to Happy Lane** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-77)

vvvv. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Zinfandel Drive to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-78)

wwww. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Mayhew Road from Fruitridge Road to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the

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Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-89)

xxxx. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **White Rock Road from Fitzgerald Road to Grant Line Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. Note: This only applies to the portion of roadway segment that is within the County's jurisdiction. (LTA Mitigation Measure: C+MP F-116)

yyyy. [LTA C+MP Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Zinfandel Drive from Kiefer Boulevard to Douglas Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+MP F-123)

zzzz. [LTA C+MP Caltrans Improvements] To alleviate the impacts of the Jackson Corridor Developments, the Sacramento County Department of Transportation has consulted with Caltrans and they have identified the following improvements. The applicant shall provide a fair share contribution toward Caltrans' freeway facilities to the satisfaction of the Sacramento County Department of Transportation and Caltrans:

aaaaa. Pay fair share toward the future conversion of HOV lanes to Toll Lanes or a Reversible Lane along U.S. Highway 50 from I-5 to Watt Avenue.

bbbbb. Pay fair share toward the U.S. Highway 50 Integrated Corridor Management for the deployment of various Intelligent Transportation System improvements along U.S. Highway 50 and the City of Rancho Cordova, and regionally significant corridors in Sacramento County and the City of Folsom for incident management (non-capacity increasing) [Caltrans ID SAC25113].

7. **WEST JACKSON HIGHWAY MASTER PLAN -- LTA CUMULATIVE PLUS PROJECT CONDITIONS:**

   a. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **Bradshaw Road from Lincoln Village Drive to US50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Lincoln Village Drive to US50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-2)

   b. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Bradshaw Road from Old Placerville Road to Lincoln Village Drive** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-3)

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c. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **Douglas Road from Mather Boulevard to Zinfandel Drive** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond four lanes. **Douglas Road from Mather Boulevard to Zinfandel Drive** is assumed to have been constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-15)
d. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **Jackson Road from Florin-Perkins Road to South Watt Avenue** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Jackson Road from Florin-Perkins Road to South Watt Avenue** is assumed to have been constructed to four travel lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-66)
e. [LTA C+MP Roadway Improvement To ensure that the roadway segment of **Kiefer Boulevard from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Kiefer Boulevard from Mayhew Road to Bradshaw Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+MP RS-76)
f. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **Mayhew Road from Folsom Boulevard to Goethe Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond two lanes. **Mayhew Road from Folsom Boulevard to Goethe Road** is already constructed to two travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-87)
g. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond six lanes. **South Watt Avenue from Kiefer Boulevard to Folsom Boulevard** is assumed to have been constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-96)
h. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **South Watt Avenue from Florin Road to Elder Creek Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **South Watt Avenue from Florin Road to Elder Creek Road** is assumed to have been constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-100)
i. [LTA C+P Roadway Improvement] To ensure that the roadway segment of **Watt Avenue from Folsom Boulevard to US-50** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond six lanes. **Watt Avenue from Folsom Boulevard to US-50** is already constructed to six travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-110)

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j. [LTA C+P Roadway Improvement] The applicant shall provide a fair share contribution for the following roadway improvements to the satisfaction of the Department of Transportation.

k. Pay a fair share contribution towards the widening of **Elder Creek Road from South Watt Ave to Hedge Avenue** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-23)

l. Pay a fair share contribution towards the widening of **Elder Creek Road from Bradshaw Road to Vineyard Road** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-28.1)

m. Pay a fair share contribution towards the widening of **Excelsior Road from Collector WJ-6 to Jackson Road** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-31.1)

n. Pay a fair share contribution towards the widening of **Excelsior Road from Elder Creek Road to Collector WJ-6** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-31.2)

o. To ensure that the roadway segment of **Florin Road from Power Inn Road to Florin-Perkins Road** operates at an acceptable level of service, level of service E or better, the applicant would need to widen the roadway beyond four lanes. **Florin Road from Power Inn Road to Florin-Perkins Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-37)

p. The applicant shall pay a fair share contribution towards the construction of a new two-lane roadway of **Alta Florin Road from Power Inn Road to Florin-Perkins Road**. The cost of improvements shall include the necessary roadway reconstruction and /or widening including grade separation based on a modified four-lane arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.

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q. Pay a fair share contribution towards the widening of **Fruitridge Road from South Watt Avenue to Hedge Avenue** to four travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 74-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-48)

r. Pay a fair share contribution towards the widening of **Jackson Road from South Watt Avenue to Hedge Avenue** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from South Watt Avenue to Hedge Avenue** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-67)

s. Pay a fair share contribution towards the widening of **Jackson Road from Hedge Avenue to Collector WJ-3** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Hedge Avenue to Collector WJ-3** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-68.1)

t. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-3 to Mayhew Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-3 to Mayhew Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-68.2)

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u. Pay a fair share contribution towards the widening of **Jackson Road from Mayhew Road to Bradshaw Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Mayhew Road to Bradshaw Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-69)

v. Pay a fair share contribution towards the widening of **Jackson Road from Bradshaw Road to Collector WJ-4** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Bradshaw Road to Collector WJ-4** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-70.1)

w. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-4 to Vineyard Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-4 to Vineyard Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-70.2)

x. Pay a fair share contribution towards the widening of **Jackson Road from Vineyard Road to Collector WJ-5** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Vineyard Road to Collector**

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WJ-5 operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-70.3)

y. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-5 to Collector WJ-6** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-5 to Collector WJ-6** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-70.4)

z. Pay a fair share contribution towards the widening of **Jackson Road from Collector WJ-6 to Excelsior Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. To ensure that the roadway segment of **Jackson Road from Collector WJ-6 to Excelsior Road** operates at an acceptable level of service, level of service E or better, the roadway would need to be widened beyond six lanes, which is the maximum General Plan designation for this segment. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P RS-70.5)

aa. Pay a fair share contribution towards the widening of **Mayhew Road from Rock Creek Parkway to Jackson Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-89.1)

bb. Pay a fair share contribution towards the widening of **Mayhew Road from Fruitridge Road to Rock Creek Parkway** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot thoroughfare standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-89.2)

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cc. Pay a fair share contribution towards the widening of **Waterman Road** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-148)

dd. Pay a fair share contribution towards the widening of **Mayhew Road from Fruitridge Road to Collector WJ-13** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-310)

ee. Pay a fair share contribution towards the widening of **Mayhew Road from Elder Creek Road to Collector WJ-13** to six travel lanes. The cost of improvements shall include the necessary roadway reconstruction and /or widening based on a 96-foot arterial standard with a landscaped center median, six-foot bike lanes, Class D pedestrian walkways, and open roadside drainage pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P RS-311)

ff. **[LTA C+P Intersection Improvement]** The applicant shall provide a fair share contribution for the following intersection improvements to the satisfaction of the Department of Transportation.

    i. Pay a fair share contribution towards the improvements at the intersection of **Folsom Boulevard and South Watt Avenue/Watt Avenue** to accommodate the following intersection geometry:

        1. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
        2. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
        3. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
        4. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
        5. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-12)
        6. Because this improvement does not mitigate the impact to less than significant, the applicant will be required to make a financial contribution towards a grade separation/high-capacity intersection at this location.

gg. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and South Watt Avenue** to accommodate the following intersection geometry:

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i. N/B Approach: three left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: three left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-16)
vi. Because this improvement does not mitigate the impact to less than significant, the applicant will be required to make a financial contribution towards a grade separation/high-capacity intersection at this location.

hh. Pay a fair share contribution towards the improvements at the intersection of **Fruitridge Road and South Watt Avenue** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, three through lanes, one right-turn lane
ii. S/B Approach: one left-turn lane, three through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: two left-turn lanes, one through lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-17)

ii. Pay a fair share contribution towards the improvements at the intersection of **South Watt Avenue and Elder Creek Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-18)

jj. Pay a fair share contribution towards the improvements at the intersection of **Elk Grove-Florin Road/South Watt Avenue and Florin Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan,

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the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-20)

kk. Pay a fair share contribution towards the improvements at the intersection of **Hedge Avenue and Jackson Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-23)

ll. Pay a fair share contribution towards the improvements at the intersection of **Hedge Avenue and Fruitridge Road** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-24)

mm. Pay a fair share towards the improvements at the intersection of **Elder Creek Road and Hedge Avenue** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-25)

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nn. Pay a fair share contribution towards the improvements at the intersection of **Mayhew Road and Kiefer Boulevard** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-28)

oo. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Mayhew Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: three left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-29)

pp. Pay a fair share contribution towards the improvements at the intersection of **Mayhew Road and Fruitridge Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, two through lanes
   ii. S/B Approach: two through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, one right-turn lane
   iv. W/B Approach: N/A
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-30)

qq. Pay a fair share contribution towards the improvements at the intersection of **Elder Creek Road and Mayhew Road/Waterman Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane

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ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-31)

rr. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Kiefer Boulevard** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. In order to fully mitigate this impact, the applicant would need to widen this intersection to beyond a standard 6x6 intersection geometry, which is the maximum General Plan designation. Therefore, this impact remains significant and unavoidable even after construction. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-37)

ss. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Bradshaw Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-38)

tt. Because this improvement does not mitigate the impact to less than significant, the applicant will be required to make a financial contribution towards a grade separation/high-capacity intersection at this location.
i. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Florin Road** to accommodate the following intersection geometry:
ii. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. E/B Approach: two left-turn lanes, one through lane, one shared through/right-turn lane
v. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
vi. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan,

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the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-40)

uu. Pay a fair share contribution towards the improvements at the intersection of **Happy Lane and Old Placerville Road** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one right-turn lane
   ii. S/B Approach: N/A
   iii. E/B Approach: one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes
   v. Happy Lane is to become a right-turn-in and right-turn-out only intersection. A new raised median will allow westbound left-turn movements into Happy Lane. The applicant shall also pay a fair share contribution towards the improvement of the **Routier Road Extension from Kiefer Boulevard to Old Placerville Road**. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-42)

vv. Pay a fair share contribution towards the improvements at the intersection of **Kiefer Boulevard and Happy Lane** to accommodate the following intersection geometry:
   i. N/B Approach: N/A
   ii. S/B Approach: one left-turn lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, three through lanes
   iv. W/B Approach: two through lanes, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-43)

ww. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Kiefer Boulevard** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
   ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-44)

xx. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Jackson Road** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one shared through/right-turn lane
   ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane

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iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-45)

yy. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Elder Creek Road** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one through lane
ii. S/B Approach: two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-46)

zz. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Florin Road** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-47)

aaa. Pay a fair share contribution towards the improvements at the intersection of **Eagles Nest Road and Florin Road** to accommodate the following signalized intersection geometry:
i. N/B Approach: one left-turn lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-61)

bbb. Pay a fair share contribution towards the improvements at the intersection of **Sunrise Boulevard and Kiefer Boulevard** to accommodate the following signalized intersection geometry:
i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane

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iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-69)

ccc. Pay a fair share contribution towards the improvements at the intersection of **Grant Line Road and Jackson Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, two right-turn lanes
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-80)

ddd. Pay a fair share contribution towards the improvements at the intersection of **Florin Road and Power Inn Road** to accommodate the following intersection geometry:
i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-86)

eee. Pay a fair share contribution towards the improvements at the intersection of **Grant Line Road and Calvine Road** to accommodate the following intersection geometry:
i. N/B Approach: one left-turn lane, two through lanes
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one shared left-turn/right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-92)

fff. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Collector WJ-1E/Collector JT-1** to accommodate the following intersection geometry:

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i. N/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-200)

ggg. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Collector WJ-2/Collector JT-2** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-201)

hhh. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-3** to accommodate the following intersection geometry:

i. N/B Approach: one left turn lane, one right-turn lane
ii. S/B Approach: N/A
iii. E/B Approach: two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, three through lanes
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-300)

iii. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-4** to accommodate the following intersection geometry:

i. N/B Approach: one left turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane

v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-301)

jjj. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Vineyard Road** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-302)

kkk. Pay a fair share contribution towards the roundabout improvements at the intersection of **Jackson Road and Collector WJ-1W** to accommodate the following intersection geometry:

i. N/B Approach: one shard through/right-turn lane
ii. S/B Approach: one shard through/right-turn lane
iii. E/B Approach: N/A
iv. W/B Approach: one shard left-turn/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-303)

lll. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-5** to accommodate the following intersection geometry:

i. N/B Approach: one left turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: two left turn lanes, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these

improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-304)

mmm. Pay a fair share contribution towards the improvements at the intersection of **Jackson Road and Collector WJ-6** to accommodate the following intersection geometry:

i. N/B Approach: one left turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left turn lane, two through lanes, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P I-305)

nnn. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Collector WJ-6** to accommodate the following intersection geometry:

i. N/B Approach: one left turn lane, two through lanes, one right-turn lane
ii. S/B Approach: one left turn lane, two through lanes, one right-turn lane
iii. E/B Approach: one left turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left turn lane, one through lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-306)

ooo. Pay a fair share contribution towards the improvements at the intersection of **South Watt Ave at Rock Creek Parkway** to accommodate the following intersection geometry:

i. N/B Approach: two through lanes, one shared through/right-turn lane
ii. S/B Approach: two left turn lanes, three through lanes
iii. E/B Approach: N/A
iv. W/B Approach: one left turn lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-307)

ppp. Pay a fair share contribution towards the roundabout improvements at the intersection of **Hedge Avenue and Rock Creek Parkway (westbound)** to accommodate the following intersection geometry:

i. N/B Approach: one shared through/left-turn lane
ii. S/B Approach: one shared through/right-turn lane
iii. E/B Approach: N/A

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iv. W/B Approach: one shared left-turn/through/right-turn lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-308)

qqq. Pay a fair share contribution towards the roundabout improvements at the intersection of **Hedge Avenue and Rock Creek Parkway (eastbound)** to accommodate the following intersection geometry:
i. N/B Approach: one shared through/left-turn lane
ii. S/B Approach: one shared through/left-turn lane
iii. E/B Approach: one shared left-turn/through/right-turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-309)

rrr. Pay a fair share contribution towards the improvements at the intersections of **Mayhew Road and Rock Creek Parkway (westbound)** and **Mayhew Road and Rock Creek Parkway (eastbound)** to accommodate the single, signalized intersection with the following geometry:
i. N/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
ii. S/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-310 and I-311)

sss. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Rock Creek Parkway** to accommodate the following intersection geometry:
i. N/B Approach: one left turn lane, three through lanes
ii. S/B Approach: three through lanes, one right-turn lane
iii. E/B Approach: one left turn lane, one right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-312)

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ttt. Pay a fair share contribution towards the improvements at the intersection of **Elder Creek Road and Collector WJ-21** to accommodate the following intersection geometry:
   i. N/B Approach: one left turn lane, one right-turn lane
   ii. S/B Approach: N/A
   iii. E/B Approach: one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, two through lanes
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-313)

uuu. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Rock Creek Parkway East** to accommodate the following intersection geometry:
   i. N/B Approach: one left turn lane, two through lanes
   ii. S/B Approach: one through lane, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-314)

vvv. Pay a fair share contribution towards the roundabout improvements at the intersection of **Vineyard Road and Douglas Road** to accommodate the following intersection geometry:
   i. N/B Approach: one shared through/right-turn lane
   ii. S/B Approach: one shared left-turn/through lane
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening to provide roundabout infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-315)

www. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Collector WJ-8** to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left turn lane, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: one left-turn lane, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-316)

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xxx. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Collector WJ-9** to accommodate the following intersection geometry:
   i. N/B Approach: two through lanes, one shared through/right-turn lane
   ii. S/B Approach: one left turn lane, three through lanes
   iii. E/B Approach: N/A
   iv. W/B Approach: two left-turn lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-317)

yyy. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Mayhew Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-318)

zzz. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Rock Creek Parkway East** to accommodate the following intersection geometry:
   i. N/B Approach: three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes
   iii. W/B Approach: one left-turn lane, one right-turn lane
   iv. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-319)

aaaa. Pay a fair share contribution towards the improvements at the intersection of **Bradshaw Road and Collector WJ-11** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, three through lanes
   ii. S/B Approach: two through lanes, one shared through/right-turn lane
   iii. E/B Approach: one left-turn lane, one right-turn lane
   iv. W/B Approach: N/A
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-320)

bbbb. Pay a fair share contribution towards the improvements at the intersection of **Fruitridge Road and Collector WJ-12** to accommodate the following intersection geometry:

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i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-321)

cccc. Pay a fair share contribution towards the improvements at the intersection of **Mayhew Road at Collector WJ-13** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, two through lanes
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: N/A
iv. W/B Approach: one left-turn lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-322)

dddd. Pay a fair share contribution towards the improvements at the intersection of **Kiefer Boulevard and Collector WJ-14** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
iii. E/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one shared through/right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-323)

eeee. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road to Collector WJ-22** to accommodate the following intersection geometry:

i. N/B Approach: one through lane, one shared through/right-turn lane
ii. S/B Approach: two through lanes, right-turn lane
iii. E/B Approach: N/A
iv. W/B Approach: one left-turn lane, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-324)

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ffff. Pay a fair share contribution towards the improvements at the intersection of **Douglas Road Extension/Vineyard Road and Kiefer Boulevard** to accommodate the following intersection geometry:

i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
ii. S/B Approach: two left-turn lanes, one through lane, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one shared through/right-turn lane
iv. W/B Approach: one left-turn lane, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-325)

gggg. Pay a fair share contribution towards the improvements at the intersection of **Excelsior Road and Collector WJ-22** to accommodate the following intersection geometry:

i. N/B Approach: one shard left-turn/through lane
ii. S/B Approach: one through lane, one shared through/right-turn lane
iii. E/B Approach: one shared left-turn/right-turn lane
iv. W/B Approach: N/A
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-326)

hhhh. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Elder Creek Road** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-327)

iiii. Pay a fair share contribution towards the improvements at the intersection of **Vineyard Road and Florin Road** to accommodate the following intersection geometry:

i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
iii. E/B Approach: two left-turn lanes, one through lane, one right-turn lane
iv. W/B Approach: two left-turn lanes, two through lanes, one right-turn lane
v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-328)

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jjjj. Pay a fair share contribution towards the improvements at the intersection of **Routier Road Extension and Kiefer Boulevard** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-329)

kkkk. Pay a fair share contribution towards the improvements at the intersection of **Routier Road Extension and Happy Lane** to accommodate the following intersection geometry:
   i. N/B Approach: one left-turn lane, one through lane, one right-turn lane
   ii. S/B Approach: one left-turn lane, one through lane, one right-turn lane
   iii. E/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   iv. W/B Approach: one left-turn lane, one through lane, one shared through/right-turn lane
   v. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-330)

llll. Pay a fair share contribution towards the improvements at the intersection of **Routier Road Extension/Routier Road and Old Placerville Road** to accommodate the following intersection geometry:
   i. N/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   ii. S/B Approach: two left-turn lanes, two through lanes, one right-turn lane
   iii. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   iv. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
   v. This improvement shall include a **northbound right-turn overlap**. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-331)

mmmm. [LTA C+P City of Sacramento Roadway Improvements] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.
   i. Pay a fair share contribution towards the widening of **Elder Creek Road from Power Inn Road to Florin-Perkins Road** from two travel lanes to four travel lanes. (LTA Mitigation Measure: C+P RS-23)

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ii. To ensure that the roadway segment of **Folsom Boulevard from Howe Avenue to Jackson Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond four lanes. **Folsom Boulevard from Howe Avenue to Jackson Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-44)

iii. Pay a fair share contribution towards the widening of **Fruitridge Road from Florin-Perkins Road to South Watt Avenue** from two travel lanes to four travel lanes. (LTA Mitigation Measure: C+P RS-47)

nnnn. [LTA C+P City of Sacramento Intersection Improvements] For those Improvements located entirely within the jurisdiction of the City of Sacramento and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Sacramento has been executed, the applicant shall provide a fair share contribution for the following intersection improvements pursuant to the City of Sacramento standards to the satisfaction of the Department of Transportation.

i. **Howe Avenue/Power Inn Road and Folsom Boulevard** is already constructed to its ultimate intersection geometry, which is the maximum General Plan designation for this intersection. (LTA Mitigation Measure: C+P I-3)

oooo. [LTA C+P City of Rancho Cordova Roadway Improvements] For those Improvements located entirely within the jurisdiction of the City of Rancho Cordova and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Rancho Cordova has been executed, the applicant shall provide a fair share contribution for the following roadway improvements pursuant to the City of Rancho Cordova standards to the satisfaction of the Department of Transportation.

i. To ensure that the roadway segment of **Rockingham Drive from Old Placerville Road to Mather Field Road** operates at an acceptable level of service, level of service D or better, the applicant would need to widen the roadway beyond four lanes. **Rockingham Drive from Old Placerville Road to Mather Field Road** is already constructed to four travel lanes, which is the maximum General Plan designation for this segment. (LTA Mitigation Measure: C+P RS-95)

pppp. [LTA C+P City of Rancho Cordova Intersection Improvements] For those Improvements located entirely within the jurisdiction of the City of Rancho Cordova and provided that a Reciprocal Funding Agreement and Operational Agreement between Sacramento County and the City of Rancho Cordova has been executed, the applicant shall provide a fair share contribution for the following intersection improvements pursuant to the City of Rancho Cordova standards to the satisfaction of the Department of Transportation.

i. **Mather Field Road and Rockingham Drive** is already constructed to its ultimate intersection geometry, which is the maximum General Plan designation for this intersection. (LTA Mitigation Measure: C+P I-51)

ii. Pay a fair share contribution towards the improvements at the intersection of **Sunrise Boulevard and Douglas Road** to accommodate the following signalized intersection geometry:

1. N/B Approach: two left-turn lanes, three through lanes, one right-turn lane

2. S/B Approach: two left-turn lanes, three through lanes, one right-turn lane
3. E/B Approach: two left-turn lanes, three through lanes, one right-turn lane
4. W/B Approach: two left-turn lanes, three through lanes, one right-turn lane
5. The cost of improvements shall include the necessary roadway reconstruction and/or roadway widening and modifications to the traffic signal infrastructure pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. (LTA Mitigation Measure: C+P I-67)

qqqq. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Douglas Road from Zinfandel Drive to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. Note: This only applies to the portion of roadway segment that is within the County's jurisdiction. (LTA Mitigation Measure: C+P F-16)

rrrr. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Eagles Nest Road from Kiefer Boulevard to North Bridgewater Drive** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-19.1)

ssss. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Eagles Nest Road from North Bridgewater Drive to South Bridgewater Drive** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-19.2)

tttt. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Eagles Nest Road from South Bridgewater Drive to Jackson Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-19.3)

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uuuu. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from South Watt Ave to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-25)

vvvv. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Hedge Avenue to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-26)

wwww. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Mayhew Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-27)

xxxx. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Bradshaw Road to Vineyard Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-28.1)

yyyy. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Jackson Road to Collector WJ-6** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-28.2)

zzzz. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Collector WJ-6 to Elder Creek Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement

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section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-31.1)

aaaaa. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Elder Creek Road from Vineyard Road to Bradshaw Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-31.2)

bbbbb. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Excelsior Road from Gerber Road to Florin Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-33)

ccccc. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Florin Road from Vineyard Road to Excelsior Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-42.2)

ddddd. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Fruitridge Road from South Watt Avenue to Hedge Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-48)

eeeee. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Fruitridge Road from Hedge Avenue to Collector WJ-12** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-49.1)

fffff. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Fruitridge Road from Collector WJ-12 to Mayhew Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the

Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-49.2)

ggggg. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Happy Lane from Kiefer Boulevard to Routier Road Extension** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-58.1)

hhhhh. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Happy Lane from Routier Road Extension to Old Placerville Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-58.2)

iiiii. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Hedge Avenue from Jackson Road to Rock Creek Parkway** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-59.1)

jjjjj. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Hedge Avenue from Rock Creek Parkway to Fruitridge** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-59.2)

kkkkk. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Hedge Avenue from Elder Creek Road to Fruitridge Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-60)

lllll. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Jackson Road from Bradshaw Road to Collector WJ-4** to provide 36 feet of pavement to

accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P F-70.1)

mmmmm. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Jackson Road from WJ-4 to Vineyard Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P F-70.2)

nnnnn. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Jackson Road from Vineyard Road to WJ-5** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. If relinquishment of this segment of State Route 16 has not occurred at the time of construction, then these improvements shall also be to the satisfaction of Caltrans. (LTA Mitigation Measure: C+P F-70.3)

ooooo. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Florin Perkins Road to South Watt Avenue** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-74)

ppppp. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Bradshaw Road to WJ-14** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-77.1)

qqqqq. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from WJ-14 to Routier Road Extension** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento

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County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-77.2)

rrrrr. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Routier Road Extension to Happy Lane** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-77.3)

sssss. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Eagles Nest Road to West Collector MS-1** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-78.1)

ttttt. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from West Collector MS-1 to Northbridge Drive** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-78.2)

uuuuu. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from Northbridge Drive to East Collector MS-1** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-78.3)

vvvvv. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Kiefer Boulevard from East Collector MS-1 to Sunrise Boulevard** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-78.4)

wwwww. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Mayhew Road from**

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Jackson Road to Rock Creek Parkway to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-89.1)

xxxxx. [LTA C+P Functionality Improvement] The applicant shall pay a fair share contribution towards improvements to the segment of **Mayhew Road from Rock Creek Parkway to Fruitridge Road** to provide 36 feet of pavement to accommodate two twelve-foot travel lanes with six-foot paved shoulders on both sides of the roadway pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. It is anticipated that the entire existing pavement section will need to be removed and replaced. (LTA Mitigation Measure: C+P F-89.1)

yyyyy. [C+P Caltrans Improvements] To alleviate the impacts of the Jackson Corridor Developments, the Sacramento County Department of Transportation has consulted with Caltrans and they have identified the following improvements. The applicant shall provide a fair share contribution toward Caltrans' freeway facilities to the satisfaction of the Sacramento County Department of Transportation and Caltrans:

zzzzz. Pay fair share toward the future conversion of HOV lanes to Toll Lanes or a Reversible Lane along U.S. Highway 50 from I-5 to Watt Avenue.

aaaaaa. Pay fair share toward the U.S. Highway 50 Integrated Corridor Management for the deployment of various Intelligent Transportation System improvements along U.S. Highway 50 and the City of Rancho Cordova, and regionally significant corridors in Sacramento County and the City of Folsom for incident management (non-capacity increasing) [Caltrans ID SAC25113].

CONDITION TC-3: BICYCLE AND PEDESTRIAN SYSTEM IMPLEMENTATION

AS AN ONGOING MEASURE: Future development within the West Jackson Highway Master Plan shall implement the proposed bicycle and pedestrian path/trail system as described in the West Jackson Highway Master Plan and Design Guidelines. Before approval of any tentative map, the project applicants shall coordinate with Sacramento County to identify the necessary onsite and offsite pedestrian and bicycle facilities to serve the individual project and which would ensure bicycle and pedestrian safety. These facilities shall be incorporated into subsequent projects and could include sidewalks, stop signs, standard pedestrian and school crossing warning signs, lane striping to provide a bicycle lane, bicycle parking, signs to identify pedestrian and bicycle paths, raised crosswalks, pedestrian signal heads, and all appropriate traffic calming measures as defined in the County's Neighborhood Traffic Management Program (NTMP). Sidewalks would be required as part of the frontage improvements along all new roadway construction in the Project vicinity in conformance with County design standards. Circulation and access to all proposed public spaces shall include sidewalks that meet Americans with Disabilities Act Guidelines.

CONDITION TC-4: TRANSIT SYSTEM

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AS AN ONGOING MEASURE: The Project applicant shall coordinate with Sacramento County and Sacramento Regional Transit District (or other transit operators) to provide the additional transit facilities and services assumed in the transportation analysis, or a cost-effective equivalent level of transit facilities and services. Ultimate transit service consists of 15-minute headways during peak hours and 30-minute headways during non-peak hours on weekdays. The implementation of the transit routes and service frequency must be phased with development of the Project and the ultimate service will be required at full development of the Project.

CONDITION TC-5: WEST JACKSON HIGHWAY MASTER PLAN FRONTAGE IMPROVEMENTS

AS AN ONGOING MEASURE: Frontage improvements for which the applicant shall be responsible for constructing are identified in Condition TC-6. Said improvements shall be (1) identified on improvement plans, (2) shown for dedication with a large lot or residential subdivision map or included with a non-residential building permit application, and then (3) constructed prior to issuance of an occupancy permit or permits, as indicated in Condition TC-6. The obligation to proceed with a particular identified frontage improvement shall arise when specific frontage areas are proposed for actual development.

> **Note: Sacramento County imposes development conditions on new development to install frontage lane improvements at the designated road width as stipulated in the County General Plan. Roadway widening can be constructed as a public project or by private developers.**
>
> **The full completion of roadway segments is dependent on developers on both sides of the roadway completing their outer sections unless the County conditions one property owner to complete the full width improvements. Contiguous road segments across multiple property owners are dependent on all property owners along the route. Thus, noncontiguous development caused by incongruent development timing and, in some cases, property owners that never plan to develop, could result in roadways of varying widths and a mixture of improvement conditions that create traffic "bottlenecks" and a lack of continuity for vehicles, bicycles, and pedestrians. These noncontiguous roadway segments are commonly referred to as "sawtooth road frontage". In addition to the aesthetic and convenience issues, these unfinished roadway segments can present safety problems for vehicles, bicycles, and pedestrians within those transportation Corridors.**
>
> **To reduce future "sawtooth road frontage" the West Jackson Highway Master Plan will have roadway frontage developed in typically one-quarter mile increments at a time, when fronting development occurs to create continuous spans of roadway frontage called "logical segments."**

Therefore, developments within the West Jackson Highway Master Plan that front on the following roadways shall be subject to the requirements of the County concerning logical segments:

- **Bradshaw Road**

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- **Elder Creek Road**
- **Excelsior Road/ Douglas Road Extension**
- **Florin Road**
- **Fruitridge Road**
- **Kiefer Boulevard**
- **Jackson Road**
- **Mayhew Road/Routier Road Extension**
- **South Watt Avenue**
- **Vineyard Road**
- **Rock Creek Parkway**
- **Rock Creek Parkway (East)**

Note: Where Frontage improvements are included in the SCTDF, appropriate fee credits shall be provided

CONDITION TC-6: WEST JACKSON HIGHWAY MASTER PLAN FRONTAGE IMPROVMENTS LIST AND TIMING:

A. PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS:

1) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on South Watt Avenue based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

2) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Mayhew Road from Jackson Road to Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.**

3) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

4) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Routier Road Extension from Bradshaw Road to Kiefer Boulevard based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.**

5) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Jackson Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

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6) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Kiefer Boulevard from Bradshaw Road to Vineyard Road/Douglas Road Extension based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

7) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on South Watt Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

8) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Mayhew Road from Jackson Road to Bradshaw Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

9) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Bradshaw Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

10) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Routier Road Extension from Bradshaw Road to Kiefer Boulevard pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

11) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

12) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Kiefer Boulevard from Bradshaw Road to Vineyard Road/Douglas Road Extension pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

13) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Mayhew Road from Elder Creek Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

14) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Routier Road Extension from Kiefer Boulevard to northerly**

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Plan boundary based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

15) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Vineyard Road from Florin Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

16) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Excelsior Road from Florin Road to Douglas Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

17) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Florin Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

18) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Elder Creek Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

19) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Fruitridge Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

20) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Kiefer Boulevard from Vineyard Road/Douglas Road Extension to Excelsior Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

21) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Mayhew Road from Elder Creek Road to Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

22) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Routier Road Extension from Kiefer Boulevard to northerly Plan boundary pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

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23) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Vineyard Road from Florin Road to Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

24) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Excelsior Road from Florin Road to Douglas Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

25) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Florin Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

26) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Elder Creek Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

27) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Fruitridge Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

28) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Kiefer Boulevard from Vineyard Road/Douglas Road Extension to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

29) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Rock Creek Parkway from South Watt Avenue to Bradshaw Road based on a 108-foot Collector with LID median pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

30) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 16-foot Easement for Public Utilities and Public Facilities (PUPFE) on Rock Creek Parkway from South Watt Avenue to Bradshaw Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: Additional PUPFE may be required, as necessary, by utility providers.**

31) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Hedge Avenue based on a 60-foot major collector pursuant to**

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the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

32) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Vineyard Road from Jackson Road to Kiefer Boulevard based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

33) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Douglas Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

34) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on WJ-6 from Vineyard Road to Jackson Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

35) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Rock Creek Parkway East from Bradshaw Road to Vineyard Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

36) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Douglas Road from Vineyard Road to Excelsior Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

37) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Happy Lane based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

38) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Hedge Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

39) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Vineyard Road from Jackson Road to Kiefer Boulevard pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

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40) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Douglas Road Extension from Kiefer Boulevard to northerly Plan boundary pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

41) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-6 from Vineyard Road to Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

42) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Rock Creek Parkway East from Bradshaw Road to Vineyard Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

43) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Douglas Road from Vineyard Road to Excelsior Road based pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

44) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Happy Lane pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

45) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on WJ-21 from Florin Road to Elder Creek Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

46) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Excelsior Road from Douglas Road to the northerly Plan boundary based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

47) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on WJ-22 from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

48) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on WJ-6 from Jackson Road to WJ-2 based on a 50-foot collector**

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pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

49) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on WJ-2 from WJ-6 to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

50) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on WJ-1W and WJ-1E from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

51) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Alder Avenue based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

52) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate right-of-way on Osage Avenue based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

53) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-21 from Florin Road to Elder Creek Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

54) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Excelsior Road from Douglas Road to the northerly Plan boundary pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

55) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-22 from Vineyard Road to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

56) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-6 from Jackson Road to WJ-2 pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

57) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-2**

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from WJ-6 to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

58) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-1W and WJ-1E from Vineyard Road to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

59) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Alder Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

60) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Osage Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

61) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way for extended right-turn pockets and receiving lanes and configure the intersection approaches to accommodate queue jumps with the infrastructure and geometrics recommended in the West Jackson Highway Master Plan, Local Transportation Analysis (LTA), and to the satisfaction of the Department of Transportation, at the locations of the following intersections:**
   a. **Jackson Road and Excelsior Road for the southbound, eastbound, and westbound movements**
   b. **Vineyard Road and Jackson Road for the southbound and westbound movements**
   c. **Mayhew Road and Jackson Road for the northbound, southbound, eastbound, and westbound movements**
   d. **South Watt Avenue and Jackson Road for the northbound movement**
   e. **South Watt Avenue and Kiefer Boulevard for the southbound movement**

62) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on South Watt Avenue and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on South Watt Avenue.**

63) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Mayhew Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Mayhew Road.**

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64) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Bradshaw Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Bradshaw Road.**

65) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Routier Road Extension and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Routier Road Extension.**

66) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Vineyard Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Vineyard Road.**

67) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Douglas Road Extension and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Douglas Road Extension.**

68) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Excelsior Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Excelsior Road.**

69) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Florin Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Florin Road.**

70) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Elder Creek Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Elder Creek Road.**

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71) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Fruitridge Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Fruitridge Road.**

72) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Jackson Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Jackson Road.**

73) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way on Kiefer Boulevard and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Kiefer Boulevard.**

74) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way for intersection widening on Hedge Avenue and Rock Creek Parkway (westbound) in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.**

75) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way for intersection widening on Hedge Avenue and Rock Creek Parkway (eastbound) in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.**

76) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way for intersection widening on Douglas Road and Vineyard Road in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.**

77) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans and dedicate additional right-of-way for intersection widening on Vineyard Road and Collector WJ-1W in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.**

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78) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on South Watt Avenue based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

79) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Mayhew Road from Jackson Road to Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.**

80) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

81) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Routier Road Extension from Bradshaw Road to Kiefer Boulevard based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.**

82) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Jackson Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

83) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Kiefer Boulevard from Bradshaw Road to Vineyard Road/Douglas Road Extension based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

84) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Mayhew Road from Elder Creek Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

85) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Routier Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

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86) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Vineyard Road from Florin Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

87) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Excelsior Road from Florin Road to Douglas Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

88) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Florin Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

89) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Elder Creek Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

90) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Fruitridge Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

91) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Kiefer Boulevard from Vineyard Road/Douglas Road Extension to Excelsior Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

92) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Rock Creek Parkway from South Watt Avenue to Bradshaw Road based on a 108-foot Collector with LID median pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

93) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Hedge Avenue based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

94) **PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Vineyard Road from Jackson Road to Kiefer Boulevard based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

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95) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Douglas Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

96) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on WJ-6 from Vineyard Road to Jackson Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

97) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Rock Creek Parkway East from Bradshaw Road to Vineyard Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

98) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Douglas Road from Vineyard Road to Excelsior Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

99) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Happy Lane based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

100) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on WJ-21 from Florin Road to Elder Creek Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

101) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Excelsior Road from Douglas Road to the northerly Plan boundary based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

102) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on WJ-22 from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

103) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on WJ-6 from Jackson Road to WJ-2 based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the

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Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

104) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on WJ-2 from WJ-6 to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

105) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on WJ-1W and WJ-1E from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

106) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Alder Avenue based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

107) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Osage Avenue based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

108) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Hedge Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

109) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Mayhew Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

110) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Routier Road Extension to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

111) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Excelsior Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

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112) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Florin Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

113) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Elder Creek Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

114) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Alder Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

115) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Osage Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

116) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Fruitridge Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

117) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the acquisition of offsite right-of-way and installation of partial street improvements for Happy Lane to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

118) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on South Watt Avenue and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

119) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian

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push buttons throughout the intersection, etc.) on Mayhew Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

120) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Mayhew Road and Rock Creek Parkway for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

121) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Bradshaw Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

122) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Routier Road Extension and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

123) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Vineyard Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

124) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian

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push buttons throughout the intersection, etc.) on Douglas Road Extension and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

125) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Excelsior Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

126) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Florin Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

127) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Elder Creek Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

128) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Fruitridge Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

129) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian

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push buttons throughout the intersection, etc.) on Jackson Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

130) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of improvements (including, but not limited to, signal poles, conduits, signal interconnects, CCTV cameras, controller cabinets and assemblies, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Kiefer Boulevard and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

131) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Hedge Avenue and Rock Creek Parkway (westbound) for a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

132) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Hedge Avenue and Rock Creek Parkway (eastbound) for a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

133) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Douglas Road and Vineyard Road for a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

134) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation of public street improvements on Vineyard Road and Collector WJ-1W for a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

135) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: demonstrate that the proposed street alignments and connections are consistent with the adjacent proposed projects, e.g., Jackson Township Specific Plan, Control Number: PLNP2011-00095, to the satisfaction of the Department of Transportation.

136) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans the installation and/or upgrade of all pedestrian access ramps contiguous to this project

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pursuant to the State of California Title 24 Code of Regulations, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

137) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans all existing and proposed driveway locations. The size, number and location of driveways shall be pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note 1: Driveways on arterial and thoroughfare streets shall have a minimum clear spacing of 150 feet between driveways and intersections. Note 2: The standard driveway width shall be 45 feet on arterial and thoroughfare roadways. The standard driveway width shall be 35 feet on minor roadways. A 45-foot driveway width is required along any roadway if significant truck traffic is anticipated to use the driveway. The width of the driveway may be increased by the width of the driveway median up to 10 feet. Note 3: The driveways may be tapered 2:1 onsite beyond the sidewalk. However, if a gated entrance is proposed then a 44-foot-wide turnaround onsite in front of the gate or other approved treatment shall be required.

138) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Show on the plans all existing and proposed gate locations. Any proposed project not incorporating an entry design that will accommodate access control gates pursuant to Sacramento County Code 17.04, (Section 503.6.1 of the International Fire Code, as amended by the County) shall be denied with respect to future access control gates. Note: Gate plan submittal is a separate submittal process. The Department of Transportation recommends that gate plans be submitted and approved prior to the submittal of improvement plans because gate plans can impact civil design. Gated entrances may require a 44-foot-wide turnaround onsite in front of the gate or other approved treatment.

139) PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS: Traffic control devices, if deemed necessary by the Department of Transportation, shall be shown on the plans to the satisfaction of the Department of Transportation. Traffic control locations will be determined at the time of improvement plan submittal.

B. <u>WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP:</u>

140) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on South Watt Avenue based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

141) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Mayhew Road from Jackson Road to Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.

142) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

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143) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Routier Road Extension from Bradshaw Road to Kiefer Boulevard based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.

144) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Jackson Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

145) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Kiefer Boulevard from Bradshaw Road to Vineyard Road/Douglas Road Extension based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

146) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on South Watt Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

147) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Mayhew Road from Jackson Road to Bradshaw Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

148) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Bradshaw Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

149) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Routier Road Extension from Bradshaw Road to Kiefer Boulevard pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

150) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

151) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Kiefer Boulevard from Bradshaw Road to Vineyard Road/Douglas Road Extension pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

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152) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Mayhew Road from Elder Creek Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

153) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Routier Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

154) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Vineyard Road from Florin Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

155) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Excelsior Road from Florin Road to Douglas Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

156) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Florin Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

157) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Elder Creek Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

158) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Fruitridge Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

159) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Kiefer Boulevard from Vineyard Road/Douglas Road Extension to Excelsior Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

160) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Mayhew Road from Elder Creek Road to Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

161) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Routier Road Extension

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from Kiefer Boulevard to northerly Plan boundary pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

162) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Vineyard Road from Florin Road to Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

163) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Excelsior Road from Florin Road to Douglas Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

164) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Florin Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

165) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Elder Creek Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

166) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Fruitridge Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

167) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 20-foot Easement for Public Utilities and Public Facilities (PUPFE) on Kiefer Boulevard from Vineyard Road/Douglas Road Extension to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

168) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Rock Creek Parkway from South Watt Avenue to Bradshaw Road based on a 108-foot Collector with LID median pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

169) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 16-foot Easement for Public Utilities and Public Facilities (PUPFE) on Rock Creek Parkway from South Watt Avenue to Bradshaw Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: Additional PUPFE may be required, as necessary, by utility providers.

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170) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Hedge Avenue based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

171) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Vineyard Road from Jackson Road to Kiefer Boulevard based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

172) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Douglas Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

173) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on WJ-6 from Vineyard Road to Jackson Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

174) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Rock Creek Parkway East from Bradshaw Road to Vineyard Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

175) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Douglas Road from Vineyard Road to Excelsior Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

176) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Happy Lane based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

177) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Hedge Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

178) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Vineyard Road from Jackson Road to Kiefer Boulevard pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

179) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Douglas Road Extension

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from Kiefer Boulevard to northerly Plan boundary pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

180) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-6 from Vineyard Road to Jackson Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

181) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Rock Creek Parkway East from Bradshaw Road to Vineyard Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

182) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Douglas Road from Vineyard Road to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

183) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Happy Lane pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

184) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on WJ-21 from Florin Road to Elder Creek Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

185) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Excelsior Road from Douglas Road to the northerly Plan boundary based on a 50-foot Collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

186) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on WJ-22 from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

187) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on WJ-6 from Jackson Road to WJ-2 based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

188) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on WJ-2 from WJ-6 to Excelsior Road based on a 50-foot Collector pursuant to the West

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Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

189) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on WJ-1W and WJ-1E from Vineyard Road to Excelsior Road based on a 50-foot Collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

190) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Alder Avenue based on a 50-foot Collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

191) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way on Osage Avenue based on a 50-foot Collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

192) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-21 from Florin Road to Elder Creek Road to the northern project boundary based pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

193) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Excelsior Road from Douglas Road to the northerly Plan boundary pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

194) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-22 from Vineyard Road to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

195) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-6 from Jackson Road to WJ-2 pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

196) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-2 from WJ-6 to Excelsior Road pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

197) **WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on WJ-1W and WJ-1E from Vineyard Road to Excelsior Road pursuant to the West Jackson Highway Master Plan,**

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the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

198) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Alder Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

199) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate a 22-foot Easement for Public Utilities and Public Facilities (PUPFE) on Osage Avenue pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

200) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way for extended right-turn pockets and receiving lanes and configure the intersection approaches to accommodate queue jumps with the infrastructure and geometrics recommended in the West Jackson Highway Master Plan, Local Transportation Analysis (LTA), and to the satisfaction of the Department of Transportation, at the locations of the following intersections:

- **a. Jackson Road and Excelsior Road for the southbound, eastbound, and westbound movements**
- **b. Vineyard Road and Jackson Road for the southbound and westbound movements**
- **c. Mayhew Road and Jackson Road for the northbound, southbound, eastbound, and westbound movements**
- **d. South Watt Avenue and Jackson Road for the northbound movement**
- **e. South Watt Avenue and Kiefer Boulevard for the southbound movement**

201) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on South Watt Avenue and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on South Watt Avenue.

202) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Mayhew Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Mayhew Road.

203) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Bradshaw Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Bradshaw Road.

204) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Routier Road Extension and any intersecting streets for intersection

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widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Routier Road Extension.

205) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Vineyard Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Vineyard Road.

206) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Douglas Road Extension and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Douglas Road Extension.

207) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Excelsior Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Excelsior Road.

208) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Florin Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Florin Road.

209) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Elder Creek Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Elder Creek Road.

210) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Fruitridge Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Fruitridge Road.

211) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Jackson Road and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County

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Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Jackson Road.

212) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate additional right-of-way on Kiefer Boulevard and any intersecting streets for intersection widening pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation. Note: Bus turnouts will be required on Kiefer Boulevard.

213) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way for intersection widening on Hedge Avenue and Rock Creek Parkway (westbound) in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

214) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way for intersection widening on Hedge Avenue and Rock Creek Parkway (eastbound) in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

215) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way for intersection widening on Douglas Road and Vineyard Road in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

216) WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP: Dedicate right-of-way for intersection widening on Vineyard Road and Collector WJ-1W in order to install a roundabout pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

217) With the filing of the Large Lot Map and Final Map, annex the subject properties to the County of Sacramento, Community Facilities District 2004-2 to support maintenance of the landscaped areas/medians/open space or to an alternative approved by the Department of Transportation. Landscape parcels, rights-of-way and/or easements shall be improved per County Improvement standards, accepted, and approved by the Department of Transportation. Dedicate landscape parcels with landscape improvements to the County of Sacramento. The Department of Transportation may waive this condition based on the administration's policy or if project conditions change. Contact the County of Sacramento Special Districts Section at (916) 874-6525 to initiate the annexation process. Annexation shall be complete prior to Large Lot Map and Final map recordation. A note shall be placed on the Large Lot Map and Final map stating that "landscape easements shown here on shall be granted/reserved upon the sale and/or reconveyance of said parcels."

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C. WITH THE FILING OF THE LARGE LOT MAP AND FINAL MAP FOR SINGLE-FAMILY RESIDENTIAL DEVELOPMENTS:

218) To the satisfaction of the Deputy County Executive, Community Services, or his/her designee, with the filing of the small lot Final Maps for residential developments and prior to issuance of building permits for all other development, the property shall be included in County Service Area No. 1 (CSA1), or another financing mechanism to the satisfaction of the Director of Transportation (including but not limited to an equivalent cash amount based upon the present value of the maximum special tax) at a rate that will fund the full cost of operating and maintaining the street and safety lights for that development, including an annual escalation factor. The Department of Transportation may waive and/or reinstate this condition based on the administration's policy or if project conditions change. (This process takes approximately four months and the applicants must contact County of Sacramento County Engineering – Special Districts at SpecialDistricts@SacCounty.gov or (916) 874-6525 at the earliest possible time to initiate the process and to obtain information concerning costs.)

D. PRIOR TO ISSUANCE OF BUILDING PERMITS FOR ALL DEVELOPMENTS OTHER THAN SINGLE-FAMILY RESIDENTIAL:

219) To the satisfaction of the Deputy County Executive, Community Services, or his/her designee, with the filing of the small lot Final Maps for residential developments and prior to issuance of building permits for all other development, the property shall be included in County Service Area No. 1 (CSA1), or another financing mechanism to the satisfaction of the Director of Transportation (including but not limited to an equivalent cash amount based upon the present value of the maximum special tax) at a rate that will fund the full cost of operating and maintaining the street and safety lights for that development, including an annual escalation factor. The Department of Transportation may waive and/or reinstate this condition based on the administration's policy or if project conditions change. (This process takes approximately four months and the applicants must contact County of Sacramento County Engineering – Special Districts at SpecialDistricts@SacCounty.gov or (916) 874-6525 at the earliest possible time to initiate the process and to obtain information concerning costs.)

E. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

220) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on South Watt Avenue based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

221) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Mayhew Road from Jackson Road to Bradshaw Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.

222) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Bradshaw Road based on a 96-foot thoroughfare pursuant to the

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West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

223) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Routier Road Extension from Bradshaw Road to Kiefer Boulevard based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note: This improvement shall include any necessary realignment.**

224) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Jackson Road based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

225) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Kiefer Boulevard from Bradshaw Road to Vineyard Road/Douglas Road Extension based on a 96-foot thoroughfare pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

226) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Mayhew Road from Elder Creek Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

227) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Routier Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation**

228) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Vineyard Road from Florin Road to Jackson Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

229) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Excelsior Road from Florin Road to Douglas Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

230) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Florin Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

231) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Elder Creek Road based on a 74-foot arterial pursuant to the West**

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Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

232) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Fruitridge Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

233) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Kiefer Boulevard from Vineyard Road/Douglas Road Extension to Excelsior Road based on a 74-foot arterial pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

234) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Rock Creek Parkway from South Watt Avenue to Bradshaw Road based on a 108-foot Collector with LID median pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

235) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Hedge Avenue based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

236) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Vineyard Road from Jackson Road to Kiefer Boulevard based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

237) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Douglas Road Extension from Kiefer Boulevard to northerly Plan boundary based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

238) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on WJ-6 from Vineyard Road to Jackson Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

239) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Rock Creek Parkway East from Bradshaw Road to Vineyard Road based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.**

240) **PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Douglas Road from Vineyard Road to Excelsior Road based on a 60-**

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foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

241) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Happy Lane based on a 60-foot major collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

242) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on WJ-21 from Florin Road to Elder Creek Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

243) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Excelsior Road from Douglas Road to the northerly Plan boundary based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

244) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on WJ-22 from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

245) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on WJ-6 from Jackson Road to WJ-2 based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

246) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on WJ-2 from WJ-6 to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

247) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on WJ-1W and WJ-1E from Vineyard Road to Excelsior Road based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

248) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Alder Avenue based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

249) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements on Osage Avenue based on a 50-foot collector pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation.

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250) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Hedge Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

251) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Mayhew Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

252) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Routier Road Extension to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

253) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Excelsior Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

254) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Florin Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

255) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Elder Creek Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

256) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Alder Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

257) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Osage Avenue to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

258) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Fruitridge Road to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

259) Prior to issuance of a Certificate of Occupancy, obtain offsite right-of-way and install partial street improvements for Happy Lane to allow for safe travel for vehicles and pedestrians in both directions pursuant to the Sacramento County Improvement Standards and to the satisfaction of Department of Transportation.

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260) Prior to issuance of a Certificate of Occupancy, all pedestrian access ramps contiguous to this project must be installed/upgraded pursuant to the State of California Title 24 Code of Regulations, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation.

261) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on South Watt Avenue and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

262) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Mayhew Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

263) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Mayhew Road and Rock Creek Parkway for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

264) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Bradshaw Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

265) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the

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intersection, etc.) on Routier Road Extension and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

266) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Vineyard Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

267) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Douglas Road Extension and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

268) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Excelsior Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

269) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Florin Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

270) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the

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intersection, etc.) on Elder Creek Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

271) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Fruitridge Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

272) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Jackson Road and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

273) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install/upgrade improvements (including, but not limited to, signal poles, conduit, signal interconnect, CCTV camera, controller cabinet and assembly, video/radar detection, audible pedestrian signal heads, ADA compliant pedestrian push buttons throughout the intersection, etc.) on Kiefer Boulevard and intersecting streets identified in the LTA for a signalized intersection pursuant to the West Jackson Highway Master Plan, the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

274) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements for a roundabout on Hedge Avenue and Rock Creek Parkway (westbound) pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

275) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements for a roundabout on Hedge Avenue and Rock Creek Parkway (eastbound) pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

276) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements for a roundabout on Douglas Road and Vineyard Road pursuant to the

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Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

277) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Install public street improvements for a roundabout on Vineyard Road and Collector WJ-1W pursuant to the Sacramento County Improvement Standards, the Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

278) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Driveways shall be installed pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. The size, number, and location of driveways shall be pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. Note 1: Driveways on arterial and thoroughfare streets shall have a minimum clear spacing of 150 feet between driveways and intersections. Note 2: The standard driveway width shall be 45 feet on arterial and thoroughfare roadways. The standard driveway width shall be 35 feet on minor roadways. A 45-foot driveway width is required along any roadway if significant truck traffic is anticipated to use the driveway. The width of the driveway may be increased by the width of the driveway median up to 10 feet. Note 3: The driveways may be tapered 2:1 onsite beyond the sidewalk. However, if a gated entrance is proposed then a 44-foot wide turnaround onsite in front of the gate or other approved treatment shall be required.

279) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Traffic control devices shall be installed where needed to the satisfaction of the Department of Transportation.

280) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: Landscape improvements shall be installed within landscaped parcels, rights-of-way, and/or easements per Sacramento County Improvement Standards and shall be accepted and approved by the Department of Transportation. The Department of Transportation may waive this condition.

281) PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY: The applicant shall comply with conditions of approval, offsite mitigation measures and improvements, and recommendations in accordance with the West Jackson Highway Master Plan, Local Transportation Analysis (LTA), Supplemental Conditions for Onsite Roadway Facilities and the Dynamic Implementation Tool, and to the satisfaction of the Department of Transportation.

Advisory Conditions:

282) ADVISORY CONDITIONS: All building, garage, parking, landscaping, monument sign, fence, and gate setbacks shall be based on the ultimate right-of-way, which must be shown on the project site exhibit or the tentative parcel map, the civil improvement plans, and the building plans.

283) ADVISORY CONDITIONS: Any pavement work within the County right-of-way for construction of curb and gutter, corner ramps, driveways, utilities, etc. shall be subject

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EXHIBIT B

to Section 14-3.01 Trench Restoration of the Sacramento County Construction Specifications.

Please contact SIPS for additional right-of-way, access, and improvement requirements.

If you have any questions, please contact me at (916) 876-5836 or by email: fungl@saccounty.gov.

Thank you,

Leslie A. Fung, Senior Civil Engineer
Department of Transportation

LAF/pk

cc: James Cortes, SIPS
Javier Zaragoza, SIPS

ORDINANCE NO. SZC-2025-0004

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY AMENDING THE ZONING CODE OF SACRAMENTO COUNTY, ORDINANCE NO. SZC-2015-0003, CHANGING THE LAND USE ZONE FOR PROPERTIES KNOWN AS ASSESSOR'S PARCEL NOS. 063-0040-022, 063-0080-010, 063-0080-011, 063-0080-012, 063-0080-013, 063-0090-001, 063-0090-002, 063-0090-003, 063-0090-006, 063-0090-009, 063-0090-010, 063-0090-011, 063-0090-015, 063-0090-016, 063-0090-017, 063-0090-018, 063-0090-019, 063-0110-001, 063-0110-002, 063-0110-003, 063-0110-004, 063-0110-005, 063-0110-012, 063-0110-028, 063-0110-029, 067-0020-006, 067-0020-014, 067-0020-018.

The Board of Supervisors of the County of Sacramento, State of California, ordains as follows:

SECTION 1: Section 2.2.1 of the Zoning Code of Sacramento County, Ordinance No. SZC-2015-0003, is amended to change the land use zone of the properties described in Exhibit "A" which is attached hereto and incorporated herein as though set forth in full ("Subject Properties"), and which are also commonly referred to and known as Assessor Parcel Nos. 063-0040-022, 063-0080-010, 063-0080-011, 063-0080-012, 063-0080-013, 063-0090-001, 063-0090-002, 063-0090-003, 063-0090-006, 063-0090-009, 063-0090-010, 063-0090-011, 063-0090-015, 063-0090-016, 063-0090-017, 063-0090-018, 063-0090-019, 063-0110-001, 063-0110-002, 063-0110-003, 063-0110-004, 063-0110-005, 063-0110-012, 063-0110-028, 063-0110-029, 067-0020-006, 067-0020-014, 067-0020-018, as depicted on Exhibit "B". Exhibit "C" details the rezone for parcel 063-0040-0022. Exhibit "D" details the rezone for parcels 067-0020-006, 067-0020-014, 067-0020-018. Exhibit "E" further details the rezone for parcels 063-0080-010 through -013, 063-090-001 through -003, 063-0090-006, 063-0090-009 through -011, 063-0090-015 through -019, 063-0110-001 through -005, 063-0110-012, and 063-0110-028 through -029.

SECTION 2: Despite the aforementioned land use changes, the rezone does not impact existing entitlements. Existing surface mining and associated uses (e.g. mining reclamation, conveyors, equipment storage, and material storage at the parcels identified in Exhibit "E") may continue pursuant to the existing Vineyard Mine Use Permit (CUP 91-ZAB-UPB-0118). The existing conveyor system that transports mined material from the separately permitted Vineyard South Mine and across adjacent parcels to the off-site processing plant may also continue pursuant to the existing Vineyard South Mine Use Permit (PLNP2016-00130). The Vineyard South Mine Use Permit explicitly grants authority for usage of the conveyor system to transport the mined materials across the Vineyard Property parcels and other adjacent parcels to the off-site processing plant (PLNP2016-00130 Use Permit and Condition #8 of the PLNP2016-00130 Use Permit). Accordingly, development consistent with the West Jackson Highway Master Plan may not occur on these properties until mining has ceased and all applicable obligations set forth in the reclamation plan have been satisfied.

SECTION 3: This ordinance is not subject to any conditions. Consent of the Property Owners is memorialized in Exhibit "F" which is attached hereto and incorporated herein as though set forth in full.

SECTION 4: Based on testimony and information presented at the [Month and Date], [Year], public hearing, the Board of Supervisors makes the following findings in support of the rezone as required by Sacramento Zoning Code Section 6.2.1.E:

1. The proposed zoning designation is consistent with the intent of land use designations and policy statements in the General Plan;

2. Uses allowed under the proposed zoning designations are compatible with adjacent uses;
3. The rezoning is consistent with the stated purpose of the proposed zoning district;
4. Facilities and service (including roads and transportation, water, gas, electricity, sheriff and fire protections, and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development;
5. The rezoning is not likely to result in significant adverse impacts upon the natural environment, or such impacts will be substantially mitigated; and
6. The rezoning is not likely to result in significant adverse impacts upon the other property in the vicinity of the subject tract.

SECTION 5: This ordinance shall take effect and be in full force on thirty (30) days from the date of its passage, and before expiration of 15 days from the date of its passage it shall be published once with the names of the members of the Board of Supervisors voting for and against the same, said publication to be made in a newspaper of general circulation published within the County of Sacramento, State of California.

On a motion by Supervisor Hume, seconded by Supervisor Rodriguez, the foregoing ordinance was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, this 11th day of June, 2025, by the following vote, to wit:

AYES: Supervisors Desmond, Hume, Kennedy, Rodriguez, Serna

NOES: None

ABSENT: None

ABSTAIN: None

RECUSAL: None
(PER POLITICAL REFORM ACT (§ 18702.5.)

Chair of the Board of Supervisors
of Sacramento County, California

FILED
BOARD OF SUPERVISORS
JUN 11 2025
BY Florence Evans
CLERK OF THE BOARD

ATTEST: Florence Evans
Clerk, Board of Supervisors

In accordance with Section 25103 of the Government Code of the State of California a copy of the document has been delivered to the Chair of the Board of Supervisors, County of Sacramento on June 11, 2025
By: Deputy Clerk, Board of Supervisors

EXHIBIT "A"
LEGAL DESCRIPTION FOR REZONE ORDINANCE

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA, COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

POR SUB MARKED "TOOMEY" ON O M OF RANCHO RIO DE LOS AMERICANOS IN SEC 21 TWP 8 N R 6 EMDB&M DES AS BEG AT A PT LOC S 89%31' E 34 FT & S 651.35 F T FROM SEC COR COMMON TO SECS 16,17, 20 & 21 OF ABOVE TWP & R TH S 89%07' E 1666 FT TH S 663.01 FT TH N 88%43' W 1666.2 FT TH N 651.35 FT TO BEG CONTG 25.05 AC EXC R/W PER 73-07-19/58
APN: 063-0040-022

LOT 5 GEORGE W ARTZ SUB EXC R/W PER 991216/1255 CONTG 9.37 AC M/L
APN: 063-0080-010

LOT 6 GEORGE W ARTZ SUB EXC R/W PER 991216/1255 CONTG 9.37 AC M/L
APN: 063-0080-011

LOT 7 GEORGE W ARTZ SUB EXC R/W PER 991216/1255 CONTG 9.34 AC M/L
APN: 063-0080-012

LOT 87 GEORGE W ARTZ SUB EXC R/W PER 991216/1255 CONTG 9.34 AC M/L
APN: 063-0080-013

SW 1/4 OF NE 1/4 SEC 30 T8N, R6E MDB & M EXC R/W PER 991216/1253 CONTG 39.09 AC M/L
APN: 063-0090-001

POR NE 1/4 SEC 30 TWP 8 N R 6 E M D B & M DES AS BEG AT SE COR LOT 4 GEO W ARTZ SUB TH N 89% 42' E 660 FT TH S 1% 25' E 722.8 FT TO N BANK OF CR EEK TH S 41% 53' W 132.7 FT TH S 25 26 W 126 FT TH S 56

31 W 344.4 FT TH S 42 29 W 202 FT TH S 6 8 56 W 116.6 FT TO N BANK OF CREEK TH N 1 25 E 1 320 FT TO BEG CONTG 16.12 AC EXC E 132 FT OF N 1 85 FT
APN: 063-0090-002

POR OF NE 1/4 SEC 30 TWP 8 N R 6 E M D B & M DES AS BEG AT SE COR LOT 4 OF GEO W ARTZ SUB TH S 8 9% 42' E 660 FT TO TRUE PT OF BEG TH S 1% 25' W 185 FT TH N 80% 42' W 132 FT TH N 1 25 E 185 FT TH S 89 42 E 132 FT TO BEG
APN: 063-0090-003

W 1/4 OF S 1/2 OF S 1/2 OF NW 1/4 SEC 29 TWP 8 N R 6 E M D B & M EXC E 46.9 FT CONTG 9.3 AC M/L GROSS
APN: 063-0090-006

POR OF NW 1/4 SEC 29 TWP 8 N R 6E M D B &M DES A S BEG AT A PT ON S LINE OF SD NW 1/4 SD PT BEING LOC W 46.9 FT FROM SE COR OF W 10 AC OF S 1/2 O F SD NW TH E 415.7 FT TO SE BANK OF ELDER CREEK TH N 39 09 E 150.5 FT TH N 68 09 E 137.2 FT TH N 45 48 E 146.6 FT TH S 270 FT TO BEG CONTG 3.5 A CS M/L
APN: 063-0090-009

ALL THAT POR OF W 3/4 OF S 1/2 OF S 1/2 OF N W 1 /4, SEC 29-8-6, DES AS, BEG AT S E COR OF W 3/4 OF S 1/2 OF S 1/2 OF SEC 29, TH N 0% 2' W 466 FT TO S BANK OF ELDER CREEK, TH FOL SD S BANK N 58 37 W 227.9 FT & N 69 37 W 244.2 FT TH N 85 22 W 80 FT TH S 20 19 W 161.6 FT TH S 1 41 E 185 FT TH S 45 48 W 247.3 FT TH S 68 09 W 137.2 FT TH S 30 09 W 150.5 FT TO A PT IN S LINE SEC 29 TH E 953 FT TO PT OF BEG ALSO THAT POR OF N 1/2 OF S 1/2 OF N W 1/4 SEC 29 WHICH LIES S BANK OF ELDER CREEK, & LOCATED IN SEC 29 TWP 8 N R 6 E MT D B & M AND CONTG 9.25 AC
APN: 063-0090-010

A PORTION OF THE W 2/3 OF S 1/2 OF S 1/2 OF N W 1/4 SEC 29 T 8 N R 6 E M D B & M EXCEPT LEGARE P ROPERTY AND ALL THAT PORTION W OF LEGARE PROPERTY
APN: 063-0090-011

POR OF E 1/2 OF SE 1/4 OF NW 1/4 SEC 29 T8N,R63 M.D.B.&M. DES AS BEG AT PT LOC S.00%18'W. 476 FT. FROM THE NE COR OF SE 1/4 OF NW 1/4 TH S.00%18'W. 380.83 FT. TH. S.89%42'W. 660.90 FT. TH N.00%18'E. 380.83 FT. TH. S.89%42'E. 660.90 FT TO BEG EXC. R/W PER. 801210/842 & 991216/1254 CONTG 5.40 AC M/L
APN: 063-0090-015

S 7 AC OF E 1/2 OF SE 1/4 OF NW 1/4 SEC 29 T8N, R6E, MDB& M EXC R/W PER 991216/1254 CONTG 6.62 AC M/L
APN: 063-0090-016

ALL THAT POR OF N E 1/4 OF SEC 30, T 8 N, R 6 E, M D B & M DESC AS FOLS: BEG AT N E COR OF S 1/2 OF NE 1/4 SEC 30; TH S 88% 59' 30" W 655.5 FT; TH S 0% 06' 30" W 722.8 FT; TH S 41% 53' W 132.7 FT; TH S 25% 26' W 126 FT; TH S 56% 31' W 344.4 FT; TH S 42% 29' W 202 FT; TH S 68% 56' W 116.6 FT TO S LINE OF N E 1/4 SEC 30; TH E ALG SD S L INE N E 1/4 A DISTANCE OF 1320 FT M/L TO E LINE SEC 30; TH N ALG SD E LINE N E 1/4 SEC 30 A DIST ANCE OF 1320 FT M/L TO P O B CONTG 23.88 FT
APN: 063-0090-017

POR NW 1/4 OF SEC 29, T 8 N, R 6 E, MDB&M BEG AT A PT LOC S 1,980 FT & E 613.1 FT FROM THE SEC C OR COMMON TO SEC'S 29, 30, 19, & 20, TH FROM SD POB E 225 FT, TH S 390 FT, TH W 225 FT, TH N 390 FT TO POB CONTG 2.01 + - N FORM PAR 063-090-08
APN: 063-0090-018

POR NW 1/4 OF SEC 29, T 8 N, R 6 E, MDB&M BEG AT A PT LOC S 1,980 FT & E 838.1 FT FROM THE SEC C OR COMMON SEC'S 19, 20, 29 & 30, TH FROM SD POB S 390 FT, TH E 518.2 FT, TH N 45%48'E 100.7 FT, TH N 01%41'W 185 FT, TH N 20%19'E 161.6 FT, TH W TO POB CONTG 5.49 + - N FORM PAR 063-090-08
APN: 063-0090-019

S E 1/4, EXC E 50 AC OF S 1/2 OF S E 1/4 OF SEC 30 T8N R6E MDB & M EXC R/W PER 991216/1253 & 1256 CONTG 108.68 AC M/L
APN: 063-0110-001

W 16 2/3 AC OF N 50 AC OF W 1/2 OF S W 1/4 OF SE C 29 TWP 8 N R 6 E M D B & M CONTG 16.666 ACRES
APN: 063-0110-002

E 16 2/3 AC OF W 33 1/3 AC OF N 50 AC OF W 1/2 O F S W 1/4 OF SEC 29 TWP 8, N R 6E, MT D B & M & CONTG 16.666 AC
APN: 063-0110-003

E 16 2/3 AC OF N 50 AC OF W 1/2 OF S W 1/4 OF SE C 29 TWP 8 N R 6 E M D B & M CONTG 16.666 ACRES
APN: 063-0110-004

N 1/4 OF NE 1/4 OF SW 1/4 SEC 29 T8N, R6E, MDB & M EXC R/W PER 991216/1254 CONTG 9.68 AC M/L
APN: 063-0110-005

THAT POR OF THE S E 1/4 OF SEC 30 TWP 8 N R 6 E M D B & M DESC AS FOLLOWS BEG AT THE S E COR OF AD S E 1/4 BEING ALSO ON THE CENTER LINE OF ELDE R CREEK RD A PUBLIC RD 60 FT IN WIDTH, TH N 0 45 W 1320 FT TH PARALLEL WITH THE SOUTH LINE OF SD S E 1/4 S 89 09 25 W 990.00 FT TH S 0 45 05 EAS T 660.00 FT TH PARALLEL WITH THE S LN OF SD S E 1/4 N 89 09 25 E 970.00 FT TH S 0 45 05 E 660 FT TO THE SOUTH LINE OF SD S E 1/4 AND THE C/L OF SD RD TH ALG SD S LN AND SD C/L N 89 09 25 E 20. 00 FT TO THE P O B THE MERIDIAN OF THIS DESCRIPT ION IS THE LINE BETWEEN SEC 30 & 31 HEREIN ASSUM ED TO BE S 89 09 25 W EXC R/W PER 991216/1256 CONTG 15.29 AC M/L
APN: 063-0110-012

THE SOUTH 10 AC. OF THE WEST 20 AC. OF THE EAST 50 AC. OF THE SOUTH 1/4 OF SECTION 30, T.8N., R.6E., M.D.M.
APN: 063-0110-028

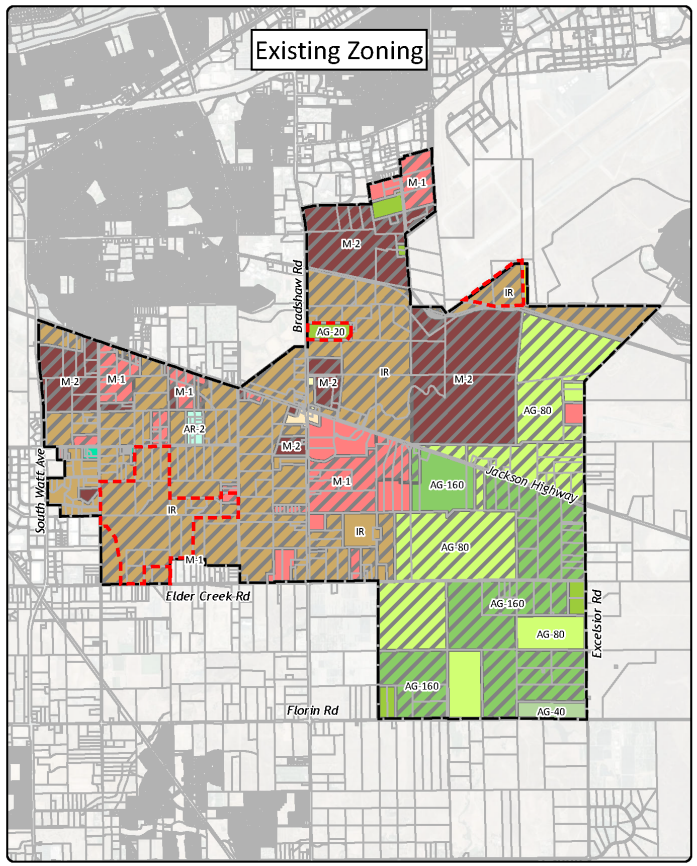
THE NORTH 10 AC. OF THE WEST 20 AC. OF THE EAST 50 AC. OF THE SOUTH 1/4 OF SECTION 30, T.8N., R.6E., M.D.M.
APN: 063-0110-029

TR A - 56 AS SHOWN ON MAY OF NATOMAS CO PPTY ON FILE IN OFFICE OF CO ASSESSOR OF SACTO CO AND CO NTG 4.52 AC EXC R/W REC ON 960515-273. CONTG 3.58 N AC M/L.
APN: 067-0020-006

POR OF NELSON SHAVER 548.55 AC IN RANCHO RIO DE LOS AMERICANOS IN PROJ SEC 15, T 8N, R 6E MDB&M, BEG AT THE SE COR OF SD 548.55 AC TR TH N 01%40 '22" W 1718.27', TH S 85%56'37" W 254.91 FT, TH S 53%44' W 1240.32' TH S 04%03'23" E 964.77 FT, TH S 89%50'22" E 1235 FT TO POB EXC R/W REC ON 960515-273. CONTG 40.13 N AC M/L.
APN: 067-0020-014

POR. NELSON SHAVER 548.55 ACRES RANCHO RIO DE LOS AMERICANOS LYING WITHIN SEC. 15, T 8 N, R 6 E, DESC. AS BEG. MOST N'LY. COR. O.S. 21-38, TH. FM. POB N 53%15'44"E 1,284.3 FT., TH. S 04%03'23"E 954.6 FT. TO N'LY. R/W KIEFER BLVD., TH. N 78%24'50"W ALG. SD. N'LY. LN. 1,072.10 FT. TO POB EXC R/W REC ON 960515-273. CONTG 11.12 N AC M/L.
APN: 067-0020-018

EXHIBIT "B"
REZONE



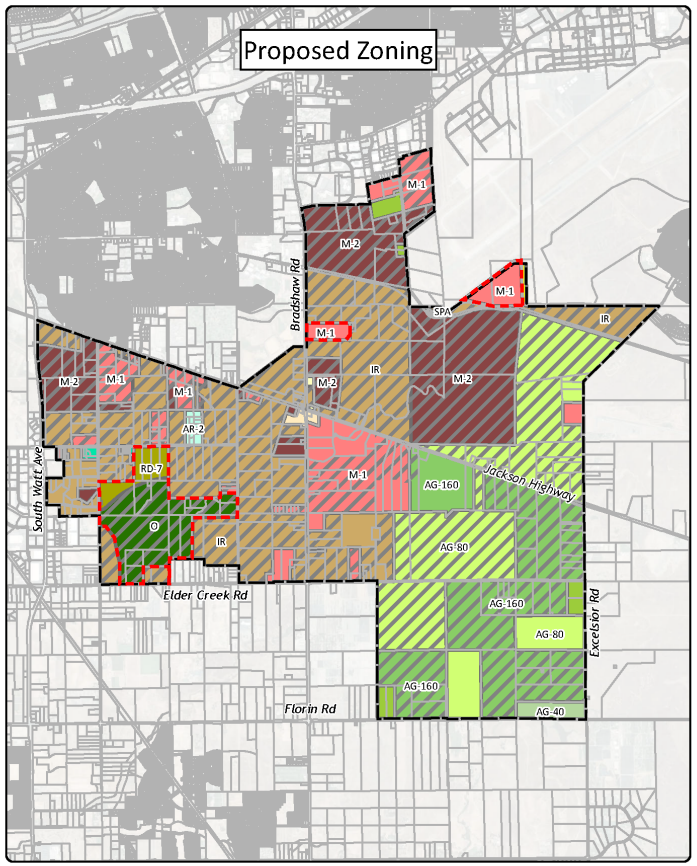


Figure 1
Existing and Proposed Zoning Exhibit
West Jackson Highway Master Plan
Granite Construction
Sacramento County, California

Legend:
- West Jackson Highway Master Plan Boundary
- Sacramento County GIS Parcels
- Proposed Rezoning Area

Note: Please see specific parcel rezone exhibits for detailed mapping of the three rezoned areas.

The existing West Jackson Highway Master Plan Boundary predated the existing Sacramento County Parcels and as such, the data do not edge match, leading to minor irregularities between dataset.

2/12/2025

Rezoned Areas based upon Sacramento County GIS Parcels, 2024
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User

0 0.5 1 Miles

Disclaimer: The data was mapped for planning purposes only. No liability is assumed for accuracy of the data shown.

Prepared by: Sage Thurmond, Compass Land Group
4235 Forcum Ave #100, McClellan Park, CA 95652

COMPASS LAND GROUP

Sacramento County Zoning:

AR-1	IR	M-2	RD-7	AG-40	SPA
AR-2	LC	MP	RM-1	AG-80	Surface Mining Overlay
GC	M-1	O	AG-20	AG-160	

EXHIBIT "C"
MACHIDA REZONE

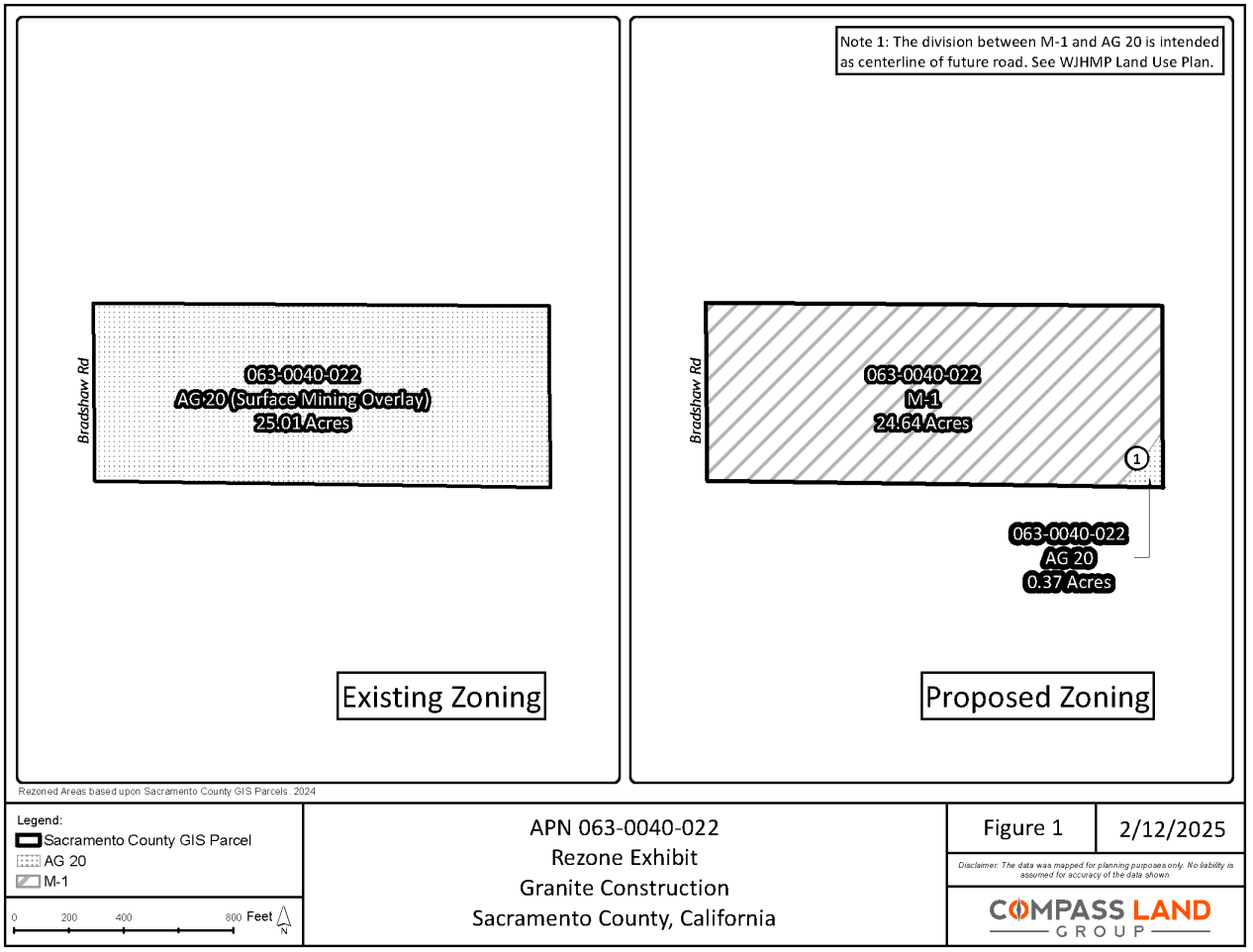


EXHIBIT "D"
TRIANGLE REZONE

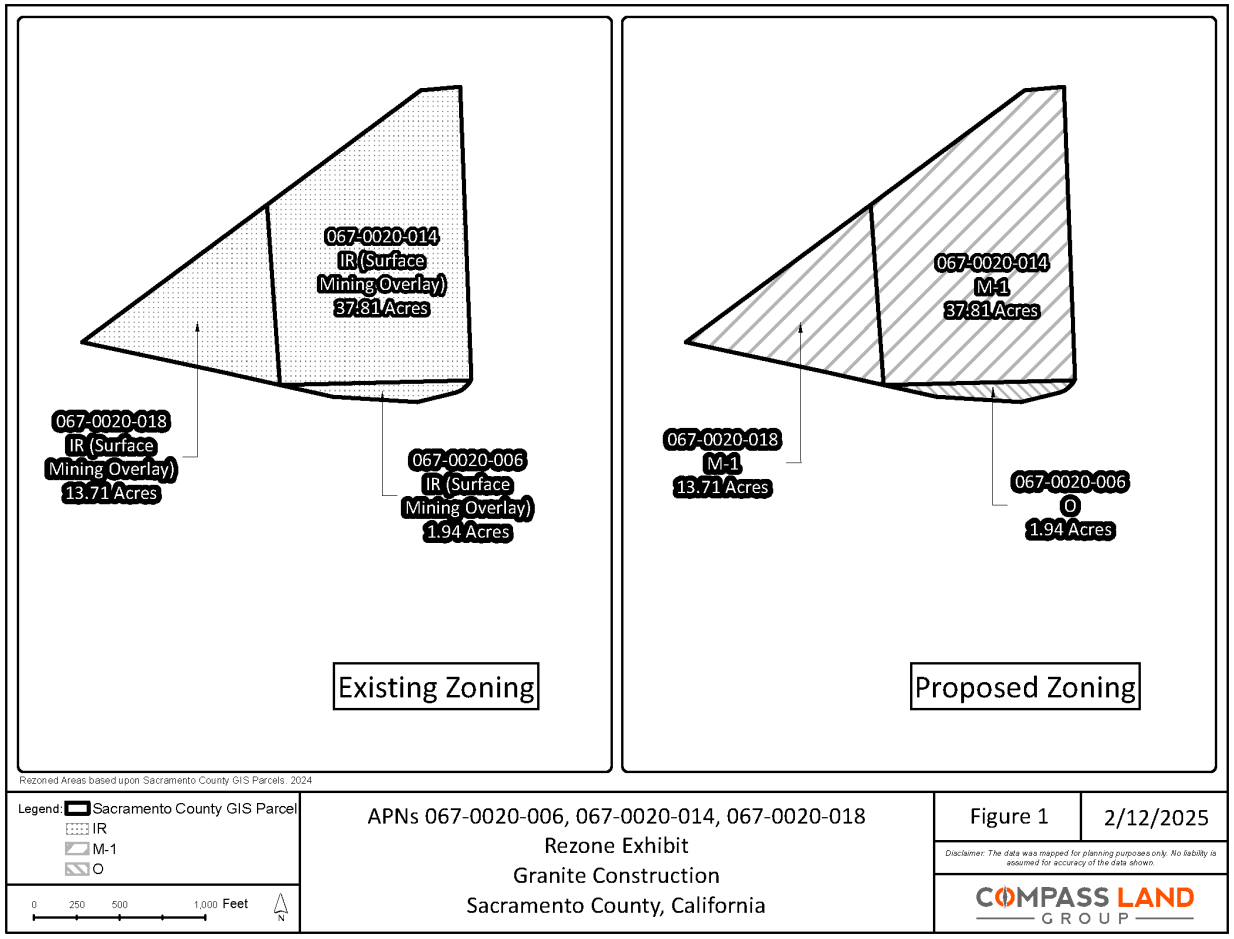


EXHIBIT "E"
VINEYARD PROPERTIES REZONE

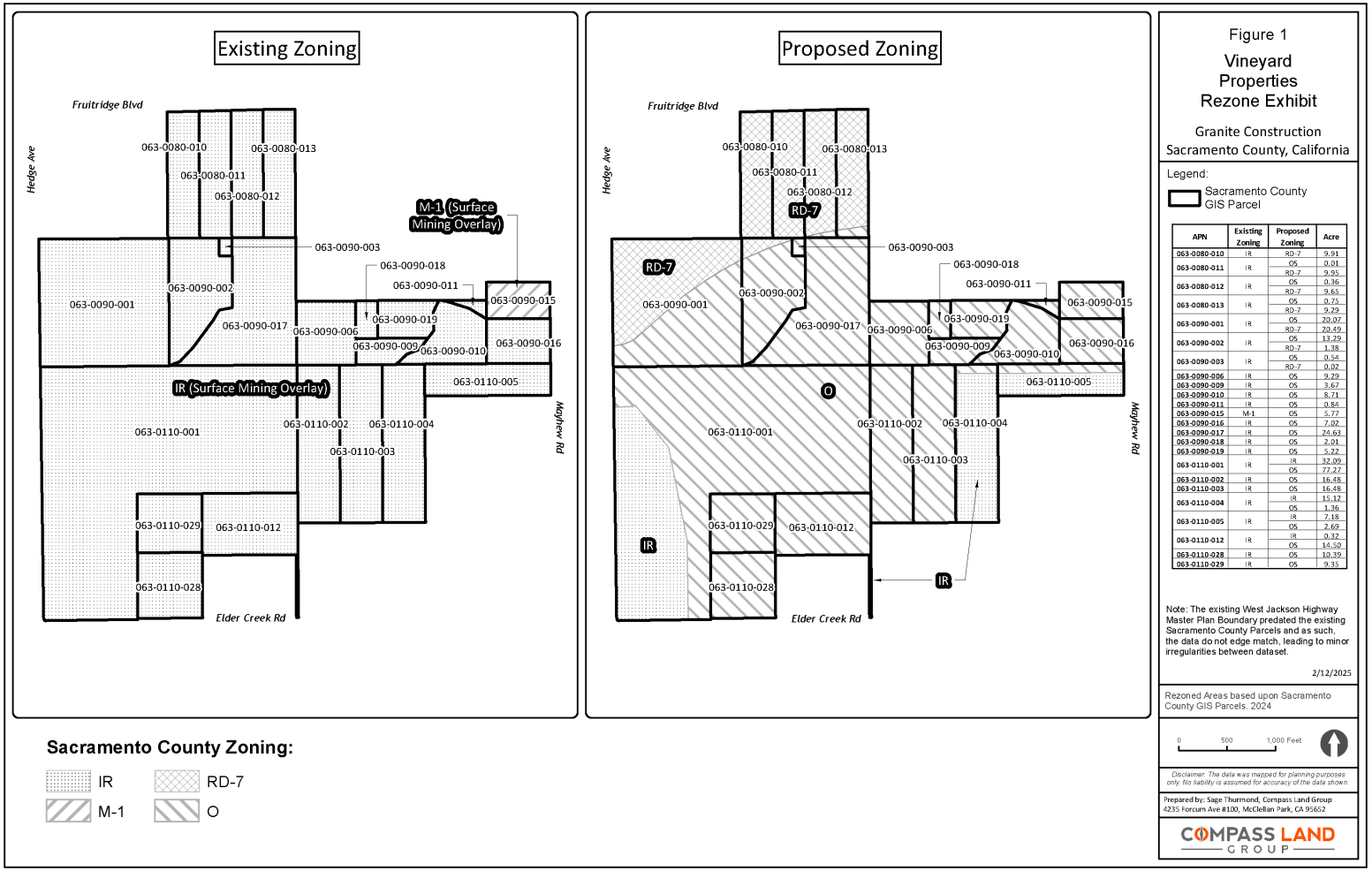


EXHIBIT "F"

CONSENT OF OWNER(S) TO THE REZONE

We are the owners and/or representatives of that real property which is described in Exhibit "A" of the Zoning Ordinance, which is attached thereto and incorporated therein as though set forth in full ("Subject Properties"), and which is also commonly referred to and known as Assessor Parcel No. 063-0040-022, 063-0080-010, 063-0080-011, 063-0080-012, 063-0080-013, 063-0090-001, 063-0090-002, 063-0090-003, 063-0090-006, 063-0090-009, 063-0090-010, 063-0090-011, 063-0090-015, 063-0090-016, 063-0090-017, 063-0090-018, 063-0090-019, 063-0110-001, 063-0110-002, 063-0110-003, 063-0110-004, 063-0110-005, 063-0110-012, 063-0110-028, 063-0110-029, 067-0020-006, 067-0020-014, 067-0020-018. As the record owner(s) of the Subject Properties, we have applied to have the Subject Properties rezoned as depicted on exhibits "B", "C", "D", and "E".

On behalf of the owners of the Subject Properties, we understand that no conditions have been attached to the rezoning of the Subject Property. We acknowledge that this is reflected in Exhibit "F" of this Zoning Ordinance, which is attached hereto and incorporated therein.

On behalf of the owners of the Subject Property, We hereby represent that we have received a copy of the Zoning Ordinance, including Exhibits "A", "B", "C", "D", "E", and "F" in their entirety and have carefully reviewed. In my capacity as authorized representative of all other record owner(s), of the Subject Property, we consent to the Rezone.

DATED: June 9, 2025 By:

Brian R. Dowd
SVP, Construction
Granite Construction Company

585 West Beach Street
Watsonville, CA 95076

Docusign Envelope ID: 177886BD-FCD3-4107-A724-F5241BA1593C

Granite Construction Company
Affordable Housing Strategy
for District 2 of the
West Jackson Highway Master Plan

Proposed Project / Master Plan

Granite Construction Company is the owner ("Developer") of a portion of that real property in the County of Sacramento ("County") referred to as the West Jackson Highway Master Plan ("WJHMP"). Developer proposes to potentially develop up to 1,203± acres of District 2 in the 5,913± acre WJHMP ("Development Project"), as shown on **Figure 1**, consisting of a broad mix of residential, commercial, employment, industrial and open space land uses on properties that either formerly or currently support surface mining and construction materials land uses.

The WJHMP is located adjacent to the eastern limits of the City of Sacramento and the southern boundary of Mather Airport, in unincorporated Sacramento County. The WJHMP boundaries are generally Jackson Highway (State Highway 16), Kiefer Boulevard, and Goethe Road to the north; portions of Elder Creek Road and Florin Road to the south; the City of Sacramento to the west; and Excelsior Road to the east.

The residential portion of the Development Project consists of the following unit mix:

Land Use	Acres	Target Density (DU / acre)	Dwelling Units
LDR	124.7	5.0	623
HDR	7.0	30.0	210
MU	16.4	30.0	295*
	148.1		**1,128**

* For Mixed Use (MU), dwelling unit count is based on 60% of gross acreage.

Affordable Housing Policy

On February 25, 2014, the Sacramento County Board of Supervisors ("Board") repealed the existing Chapter 22.35 of Title 22 of the Sacramento County Code known as the County's Affordable Housing Ordinance ("Repealed Ordinance") and adopted a revised Ordinance ("Ordinance"). The Ordinance requires new residential developments contain housing opportunities to households of low, very low and extremely low-income through a standard affordable housing fee accessible to all and also provides a variety of other options an applicant/developer may choose to satisfy a development project's affordable housing obligations.

Docusign Envelope ID: 177886BD-FCD3-4107-A724-F5241BA1593C

To ensure compliance with the Ordinance, the Sacramento Housing and Redevelopment Agency ("SHRA"), in consultation with the County Director of Community Development, prepared the Affordable Housing Program Guidelines ("Guidelines"). The Guidelines were approved by the Board on June 9, 2015 to aid applicants, landowners, developers, homebuyers, and others in understanding and complying with the Ordinance. Section 22.35.030 of the Ordinance allows the Developer to meet their affordable housing obligation by paying the affordability fee on newly constructed market rate units at the time building permits for their projects are paid, complying with the development project's approved affordable housing plan, if one exists, or entering into a development agreement or other form of agreement with the County, which provides for a fee credit for land dedication, construction of affordable housing units, or other mechanism which leads to the production of affordable housing in an amount at least equivalent to the affordability fee established by Section 22.35.050(A) of the Ordinance.

Pursuant to Section 22.35.030 (A)(3) of the Guidelines, development projects that opt to enter into a development agreement must submit an Affordable Housing Strategy ("Strategy") as part of the Development Agreement ("DA").

Section 22.35.030(A)(3) of the Guidelines sets forth the required information to be included in this Strategy. All future approvals for the Development Project shall be consistent with this Strategy (as supplemented and amended from time to time).

Affordability Fee

The Developer proposes to meet its affordable housing obligation by paying the applicable affordability fee at the time of development. Based on input from SHRA, the applicable fee at the time of preparation of this Strategy is:

1,128 units at 2,150 square feet/unit = **$8,876,232**

(1,128 x 2,150 x $3.66[1] = $8,876,232).

Land Suitability Findings

Pursuant to Section 22.35.030(A)(3) of the Ordinance, the Developer may dedicate land to comply with the affordable housing obligation, where the site is approved and accepted by the County and SHRA and consistent with the guidelines prepared pursuant to Section 22.35.100. In order for land to be deemed suitable for dedication by the County and SHRA, the land obligation of the Development Project plus the additional land proposed to be donated must be, at a minimum, four net buildable acres. The amount of land dedicated shall be based on the number of affordable units required when utilizing the construction option as outlined in section 22.35.030(A)(3)(b)1 of the Guidelines.

[1] Fee as of March 1, 2024 is $3.66/habitable square foot of each market rate unit. Fee will be adjusted annually.

Docusign Envelope ID: 177886BD-FCD3-4107-A724-F5241BA1593C

At this time, the Developer is not proposing to meet its affordable housing obligation through land dedication. Instead, the Developer proposes to comply with its affordable housing obligation by fee payment, as allowed by the Ordinance and set forth in the calculations presented above. However, Developer reserves the right to coordinate with the County and SHRA to update this strategy to allow for a combination of fee payment and land dedication option in the future, subject to making the necessary findings.

If Developer elects to pursue land dedication as an option in the future, then by way of example, using current fees and subsidies, the anticipated land dedication requirement would be calculated as follows:

Valuation of Multifamily Constructed Units:

Assuming Average Public Subsidy/Unit = $88,496 per unit, **101 affordable housing units** would need to be constructed to equal the affordability fees ($8,876,232 / $88,496 = 101 units).

Land Dedication Equivalency:

Total amount of land to be dedicated would be calculated by dividing the number of affordable units to be constructed by 20. Therefore, **5.05 acres** would need to be dedicated to satisfy the affordable housing requirement (101 units / 20 units/acre = 5.05 acres).

If land value < $8,876,232, then the Developer would need to pay the difference between the affordability fee and the land value via fee, constructing affordable units, or some other agreed upon equivalent option. If the land value is > $8,876,232, then no further payment would be required.

Developer Acknowledgement

I attest that I have prepared this Affordable Housing Strategy to comply with the affordable housing requirements of Chapter 22.35 of the County Code and that all information provided is accurate and complete to the best of my knowledge.

Granite Construction Company

Signed by:
Brian R. Dowd
C97287F8EF97448...

By: Brian R. Dowd
Its: Sr. Vice President

6/24/2025
Date

Docusign Envelope ID: 177886BD-FCD3-4107-A724-F5241BA1593C

Sacramento Housing & Redevelopment Agency

SHRA has reviewed and finds this Strategy to be complete and acceptable under the Ordinance.

By: Christine Weichert
Its: Director

10/7/24
Date

Teichert Inc.
West Jackson Master Plan
Affordable Housing Strategy
October 2024
Final Version March 20, 2025

1.0 Proposed Project / Master Plan Description

Teichert Land Co. is the owner ("Developer") of a portion of that real property in the County of Sacramento ("County") referred to as the West Jackson Highway Master Plan ("WJHMP"). Teichert Properties proposes to develop approximately 3,016 acres of the 5,913acre West Jackson Master Plan area (Developer's proposal referred to as the "Development Project"). This proposed Development Project is in the unincorporated area of Sacramento County, as shown on **Exhibit 1**. The map of the West Jackson Master Plan and the possible properties to be developed by the Developer is included in **Exhibit 2**. All properties within the Development Project that are owned by Developer are shown on **Exhibit 3.**

The WJHMP is located adjacent to the eastern limits of the City of Sacramento and the southern boundary of Mather Airport, in unincorporated Sacramento County. The WJHMP boundaries are generally Jackson Highway (State Highway 16), Kiefer Boulevard, and Goethe Road to the north; portions of Elder Creek Road and Florin Road to the south; the City of Sacramento to the west; and Excelsior Road to the east. The WJHMP consists of a broad mix of residential, commercial, employment, industrial and open space land uses on properties that either formerly or currently support surface mining and construction materials land uses. The residential portion of the Development Project consists of the following unit mix:

1.1 Teichert-Owned Overall Unit-Summary

Housing Type	AC ±	EST. DU
Single Family (VLDR, LDR, MDR)	1,271.5	6,516
Multi-Family (HDR, MU*)	79.9	1,838
TOTAL	**1,351.4**	**8,354**

* For Mixed Use (MU), dwelling unit count is based on 60% of gross acreage.

2.0 Affordable Housing Policy

On February 25, 2014, the Sacramento County Board of Supervisors (Board) repealed Chapter 22.35 of Title 22 of the Sacramento County Code known as the County's Affordable Housing Ordinance ("Repealed Ordinance") and adopted a revised Ordinance ("Ordinance"). The Ordinance requires new residential developments contain housing opportunities to households of low, very low and extremely low-income levels.

To ensure compliance with the Ordinance, the Executive Director of Sacramento Housing and Redevelopment Agency ("SHRA") in consultation with the County Director of Community Development prepared the Affordable Housing Program Guidelines ("Guidelines"). The Guidelines were approved by the Board on June 9, 2015 to aid applicants, landowners, developers, homebuyers, and others in understanding and complying with the Ordinance. Section 22.35.030 of the Ordinance allows a development project to meet its affordable housing obligation by either paying an affordable housing fee, entering into a development agreement or other form of agreement with the County, which provides for a fee credit for land dedication, construction of affordable housing units, or other mechanism which leads to the production of affordable housing in an amount at least equivalent to the affordability fee established by Section 22.35.050(A) of the Ordinance.

Pursuant to Section 22.35.030 (A)(3) of the Guidelines, larger development projects (750 units or more) must prepare and submit an Affordable Housing Strategy ("Strategy"). Section 22.35.030(A)(3) of the Guidelines sets forth the required information to be included in this Strategy and all future approvals shall be consistent with this Strategy as part of the Development Agreement ("DA").

Since adoption of the Guidelines, the County has approved the Mather South and Newbridge projects which are both along the Jackson Highway corridor and incorporated their own affordable housing strategies. In the creation of this Strategy, it is the intent that the Development Project be treated similarly to Mather South and Newbridge for purposes of determining affordable housing requirements.

In September 2017, Newbridge employed an affordable housing ratio of 199 of 2415 total units (or 8.2%)

In February 2019, Mather South employed an affordable housing ratio of 241 of 3,522 total units (or 6.8%).

The Development Project will be required to achieve an affordable housing ratio of 7.5% which reflects a middle ground between the aforementioned projects.

3.0 Calculation of the Affordability Fee and Unit Obligation

Pursuant to the County of Sacramento's Affordable Housing Ordinance, new developments are required to either pay an affordability fee, or to fulfill the intention of the ordinance through some other method such as land dedication, construction of units, or purchase of fee credits. The calculation of the affordability fee for the proposed development and the corresponding affordable unit requirement are shown below.

Calculation of Affordability Fee

Total Project Units	Average Square Feet	Fee per Square Foot	Affordability Fee
8354 (West Jackson) (a)	2,150 [1] (b)	$3.75[2] (c)	$67,354,125 (a x b x c)

[1] Average square feet used to calculate the affordability fee per the Guidelines.
[2] Fee as of March 28, 2024 is $3.75. Fee is adjusted annually.

Calculation of the Required Number of Affordable Housing Units

Number of Housing Units: 8,354
Required Ratio: 7.5%
Required Affordable Housing units: 627

4.0 Project Phasing / Development Thresholds:

The Development Project will be divided into three (3) "Development Thresholds" that are each equal to one third of the total units planned for the Development Project. Each Development Threshold will have an affordable housing obligation that is satisfied by fulfilling one of the Fulfillment Options specified in Section 5.0.

4.1 OVERALL MASTER PLAN OBLIGATION

Overall Units included in Master Plan	8354 units
Overall Affordable housing fee	$67,354,125* or
Overall Affordable Unit obligation	627 affordable* units or
Overall Land Dedication Obligation	Land dedication for 627 units. The required acreage for the dedicated land will be based on approved masterplan densities

4.2 INDIVIDUAL THRESHOLD OBLIGATION

Units to be developed in each threshold	2785 units
Affordable housing fee in each threshold	$22,451,375* or
Affordable Unit obligation per threshold	209 affordable* units or
Land Dedication Obligation per threshold	Land dedication for 209 units. The required acreage for the dedicated land will be based on approved masterplan densities

***Fee is calculated at time of construction – adjusted annually. May be more or less than what is represented above.**

5.0 Fulfillment Procedure

The procedure for fulfilling the requirement is established below. By operation of this procedure, the concurrency requirements contained in the Guidelines will be satisfied.

Step 1: at Time of First Final Map for a Development Threshold, Developer Designates Land for Affordable Units and Elects to Pay Up to 50% of the Fee

Prior to or concurrent with the first small lot final map for a Development Threshold, the parcel (or parcels) for the number of Affordable Units required for that Development Threshold must be created (such site being the "Affordable Housing Site"). The Affordable Housing Site(s) shall be sufficient acreage so that the number of Affordable Units required for the Development Threshold can be constructed thereon as permitted by the applicable masterplan land use designation.

This requirement may be satisfied by creating multiple lots for Affordable Housing Sites as long as the sites, collectively, have sufficient acreage for the required number of Affordable Units.

The required number of Affordable Units for a Development Threshold shall be determined as follows:

a) Developer may, in its sole discretion, elect to pay up to 50% of the Obligation for the Development Threshold through the Affordable Housing Fee
b) The number of Affordable Units for the Development Threshold shall be equal to

209 units *multiplied by* (1 *minus* the percentage of the Obligation the Developer elects to satisfy through payment of the Affordable Housing fee)

c) Round any fractional unit calculated in (b) up to the nearest whole unit
d) Adjust by application of any Affordable Housing Unit Credits (discussed further below)

For example, if the Developer satisfies 15% of the Obligation for the Development Phase through payment of the Affordable Housing Fee, the number of affordable units required shall be calculated as follows:

209 x (1-15%) = 177.65

Then round up to 178 required units

In the event the Developer elects to pay the Affordable Housing Fee, the fee shall be allocated pro-rata to each single-family unit within the Development Threshold. Payment of the fee shall be made on a per-unit basis at the time a building permit for the unit is issued.

The final map creating the Affordable Housing Site(s) shall impose the following restrictions, covenants, and/or requirements upon such Affordable Housing Sites:

a) The final map shall impose an Affordable Housing Regulatory Agreement which will be released when construction of the obligated affordable housing begins. The Affordable Housing Regulatory Agreement will be based on this Strategy and when released will be replaced by a site-specific agreement ensuring that the Affordable Units developed on the Site will remain affordable for 55 years.

b) The final map shall encumber the Affordable Site(s) with an irrevocable offer of dedication or similar mechanism whereby SHRA may take ownership of the Affordable Site(s) only in the event that (1) the Developer has not caused the requirements in Step 2a described below to be satisfied and (2) the County has issued building permits for 75% of the residential units that comprise a Development Threshold (the "IOD").

Step 2A: Timely Begin Construction of Affordable Units for the Development Threshold

No later than the time that 75% of the building permits for all residential units within a Development Threshold have been issued by the County, the Developer or any other entity must have satisfied all requirements for the County to issue building permits for the Affordable Units within such Development Threshold. Construction of the Affordable Units must proceed in accordance with any timing requirements established by the applicable building permit(s).

If applicable, the monitoring fee provisions in section 5.1 of this Strategy must be adhered if the Affordable Units are constructed pursuant to this Step 2A.

If the requirements in this Step 2A have not been satisfied by the time that 75% of the building permits for all residential units within a Development Threshold have been issued by the County, then proceed to Step 2B, otherwise proceed to Step 3.

Step 2B: Transfer Affordable Site to SHRA

If Step 2B is triggered by operation of Step 2A, then SHRA shall be allowed to take ownership of the Affordable Site(s) pursuant to the IOD. The Developer shall cooperate with SHRA to complete the transfer of the Affordable Site(s) to SHRA pursuant to the provisions of the IOD. Prior to any transfer to SHRA, Developer must satisfy the requirements contained in section 5.2 of this Strategy with respect to the Affordable Site. Any delay or failure by SHRA to take ownership of the Affordable Site(s) for a Development Threshold shall not preclude the Developer from obtaining all remaining building permits for residential uses within a Development Threshold.

Step 3: Remaining Residential Units in Development Threshold are Built

The County shall issue all remaining building permits for the remaining residential units within a Development Threshold. Once 100% of the building permits for residential units within a Development Threshold have been issued, the Developer shall be required to complete Step 1 for the next Development Threshold before any additional building permits for residential units for the Project may be issued.

Option to Switch Affordable Site

At the election of the Developer, at any time after the Affordable Site is designated pursuant to Step 1, the Affordable Site may be switched to any of the sites specified on Exhibit 2. The Developer may propose switching the Affordable Site to a site not specified on Exhibit 2, and such a switch will be permitted with the approval of the County and SHRA.

If Developer elects to switch the location of the Affordable Site pursuant to this option, it must satisfy all of the procedural and mapping requirements specified in Step 1.

Affordable Housing Unit Credits

The Developer may obtain Affordable Housing Unit Credits by either:

1. Causing the construction of more affordable units on any Affordable Site established in Step 1 than are required to be constructed on such Affordable Site. "Causing the construction of" means that either the Developer or then current owner of an Affordable Site has begun construction of Affordable Units on an Affordable Site. For each Affordable Unit constructed in excess of those required for the Affordable Site, the Developer shall earn one (1) Affordable Housing Unit Credit. .

2. Purchasing credits from any entity that owns rights to Affordable Housing Unit Credits as such credits are determined to exist by the County.

Any Affordable Housing Unit Credits owned by the Developer may be applied to the Affordable Unit Obligation for a Development Threshold. In the event Developer applies such Affordable Housing Unit Credits, the number of Affordable Units required for the applicable Development Threshold shall be reduced by the number of Affordable Housing Unit Credits applied by the Developer. The Developer shall then proceed with Step 1 utilizing the required number of Affordable Units for the Development Threshold as adjusted by application of any credits.

Developer may sell any Affordable Housing Unit Credits it owns to any other developer, the County, or SHRA.

5.1 Monitoring Fee Requirements for New Construction of Affordable Housing

If the applicant/developer is producing multifamily affordable housing units **not** assisted by SHRA through a mortgage revenue bond issuance and/or a gap financing loan, the applicant/developer must pay a fee equal to the number of Affordable Units multiplied by the Average Public Subsidy/Unit and SHRA's approved annual monitoring fee discounted over the 55-year regulatory period. This fee will be calculated and included in the regulatory agreement. Note that if the affordable units are assisted with SHRA financing, this fee will be waived. The formula for calculating the fee and an example using the current fee schedule is below.

SHRA Fee Calculation Example Step One

Affordable Housing Unit Obligation	Average Public Subsidy x .15%	Term	Monitoring Fee
762 (a)	88496 x .15 (b)	55 years (c)	$5,563,301 (a x b x c)

SHRA Fee Calculation Example Step Two

Net Present Value	Discount Rate	Total Monitoring Fee	Monitoring Fee per Threshold
$5,563,301 (a)	5.5% (b)	$305,981 (a x b=c)	$101,993 (c/3)

5.2 LAND SUITABILITY

The sites depicted on **Exhibit 2** are all sites that have been pre-approved by the County as qualifying Affordable Sites.

The Developer's dedication of land pursuant to this Strategy is at least equal to the land dedication requirement for the Project. As such, the fee credit for land dedication is in an amount at least equivalent to the affordability fee established by Section 22.35.050(A) of the Guidelines as required by Section 22.35.030(A)(3)(a) of the Ordinance. An appraiser's opinion of value will not be required for the purposes of land dedication pursuant to this Strategy. The Developer's proposed dedication of land for each

Development Threshold has been determined to be in an amount at least equivalent to the calculated affordability fee payment and is, therefore, found to be acceptable to SHRA to meet the Development Project's affordable housing obligation.

Step 2B Requirements:

Prior to acceptance by SHRA pursuant to Step 2B, the Developer shall satisfy the following requirements with respect to the Affordable Site so that it is ready to develop at the time of dedication to SHRA.

1. The Affordable Site shall be clear of all surface and subsurface structures.

2. Developer shall complete a Phase I Environmental Site Assessment and if any hazardous substances are known to exist on the Affordable Site, Developer shall remediate such hazardous substances to a level consistent with the Department of Toxic Substances Control's ("DTSC") clean-up levels for residential land uses, and shall obtain "site closure" from DTSC, the RWQCB, or any other Federal, State or local agency having jurisdiction regarding hazardous substances standards or remediation.

3. The Affordable Site shall be graded to ensure there is no on-site ponding.

4. The infrastructure necessary to serve the site shall be stubbed to the site boundary. Infrastructure improvements include, extension of roadways, water and sewer lines, storm drainage and flood control systems, and dry utilities. Infrastructure to the site boundary shall be constructed or provided at the sole cost and expense of Developer. All necessary infrastructure improvements shall be installed in accordance with improvement plans approved by the County and other agencies having jurisdiction over such improvements.

5. The Developer shall not cause the Affordable Site to have to pay new assessments charged in connection to a community facilities district (CFD) formed by the approval of Developer.

6. If the Affordable Site abuts a major arterial, it must accommodate at least two access driveways in compliance with County street standards.

7. The Affordable Site shall not be located within the 100-year flood plain upon dedication to SHRA.

8. An updated Phase I Environmental Assessment, a soils and geotechnical report, and a preliminary title report shall be submitted to SHRA six months prior to land dedication.

Suitability Requirements:

Each of the pre-approved sites specified on Exhibit 2 have been determined to satisfy the following suitability requirements. Any other site that the Developer desires to designate as an Affordable Site will need to satisfy these suitability requirements.

Per the guidelines, the land proposed for dedication shall be located within a one quarter mile of at least three of the following amenities. The amenities are identified below.

- A planned public elementary, middle, or high school;
- A planned public park or recreational facility;
- A planned transit stop;
- A planned grocery store;
- A planned public library.

The list below and the corresponding map included as Exhibit 2 show the sites conditionally approved by SHRA for dedication and/or development with the amenities highlighted. Sites not included on this list may be considered at a future date after analysis and approval by SHRA.

Pre-approved Affordable Sites (numbers correspond with Exhibit 2)	Land Use Designation	Net Acreage	Amenities Transit Schools Grocery Store Parks (must be with ¼ mile of at least three of these)
1	HDR	10.7	Transit, Park, School
2	HDR	10.0	Transit, Park, Grocery Store
3	HDR	12.6	Transit, Park, Grocery Store
4	MU	7.0	Park, School, Grocery Store
5	MU	29.6	Transit, Park, School, Grocery Store
6	MU	10.0	Park, School, Grocery Store

Developer shall provide a Right of Entry to SHRA to conduct site inspections and soil testing following the execution of this Strategy and until the land is dedicated.

Developer Acknowledgement

Once the Strategy has been approved by the Board and executed by SHRA and Developer, no further changes can be made to this Strategy.

Developer

I attest that I have prepared this Affordable Housing Strategy to comply with the affordable housing requirements of Section 22.35 of the County Code and that all information provided is accurate and complete to the best of my knowledge.

~~West Jackson (Teichert)~~ StoneBridge Properties, LLC

By: Randall W. Slater
Its: Authorized Agent

6/24/2025
Date

Sacramento Housing & Redevelopment Agency

SHRA acknowledges receipt of this Strategy which was approved by the Sacramento County Board of Supervisors on June 11, 2025 and will work with the developer on implementation.

By: Christine Weichert
Its: Director

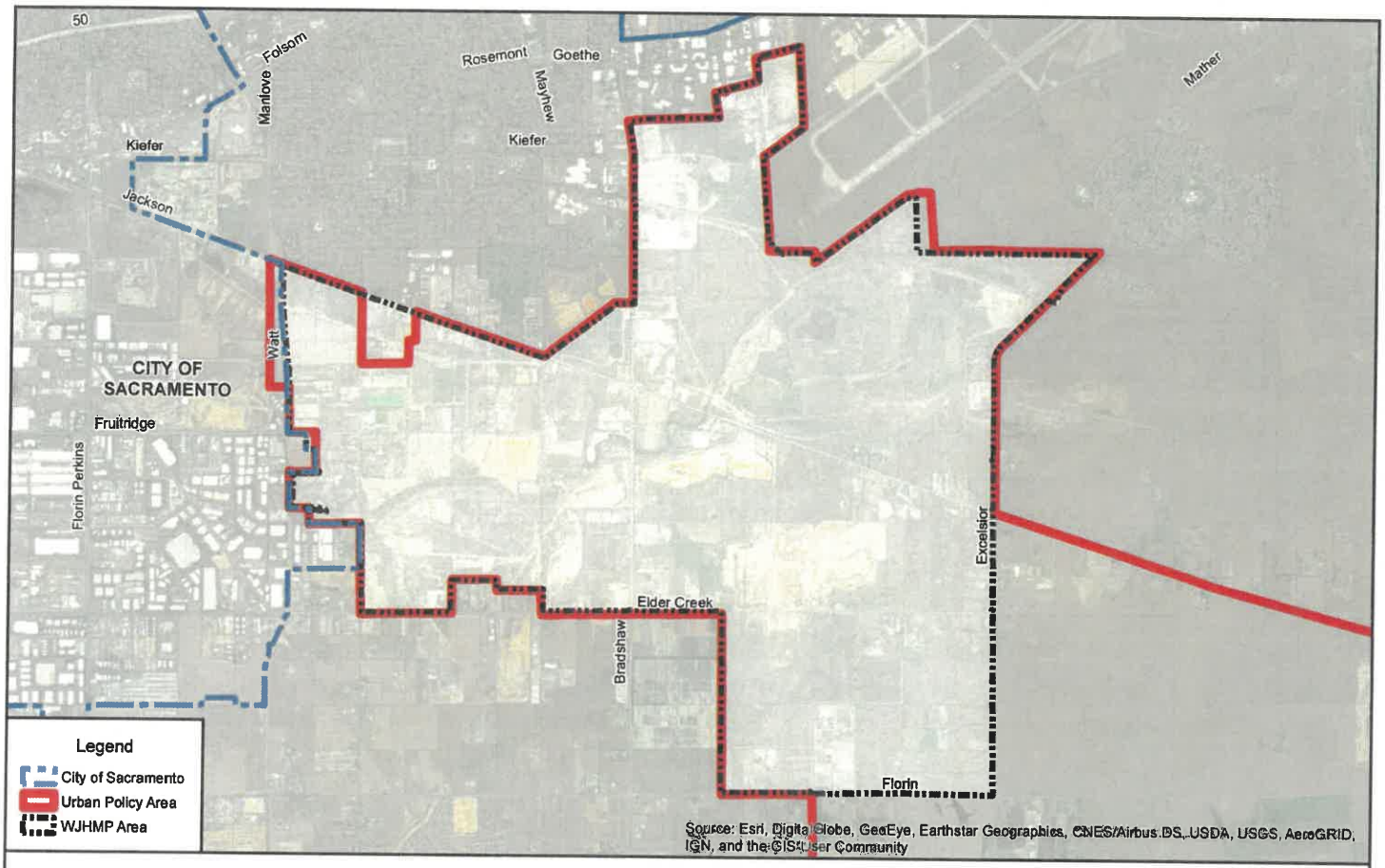


EXHIBIT 1

EXISTING URBAN POLICY AREA

SACRAMENTO COUNTY, CA

AUGUST 2023

NORTH

1 inch = 3,815 feet

NOTE: Source data provided by the County of Sacramento.

WOOD RODGERS

TEICHERT-OWNED AFFORDABLE HOUSING SITES
OVERALL PLAN & SITE UNIT SUMMARY

WEST JACKSON HIGHWAY MASTER PLAN

SACRAMENTO COUNTY, CALIFORNIA
MAY 2024

LEGEND

ANTICIPATED TRANSIT STOPS

MASTER PLAN OVERALL UNIT SUMMARY

HOUSING TYPE	AC.±	EST. DU
SINGLE FAMILY (VLDR, LDR, & MDR):	2,129.3	10,824
MULTI-FAMILY (HDR, MU*):	233.7	5,660
TOTAL:	2,363.0 AC.	16,484 DU

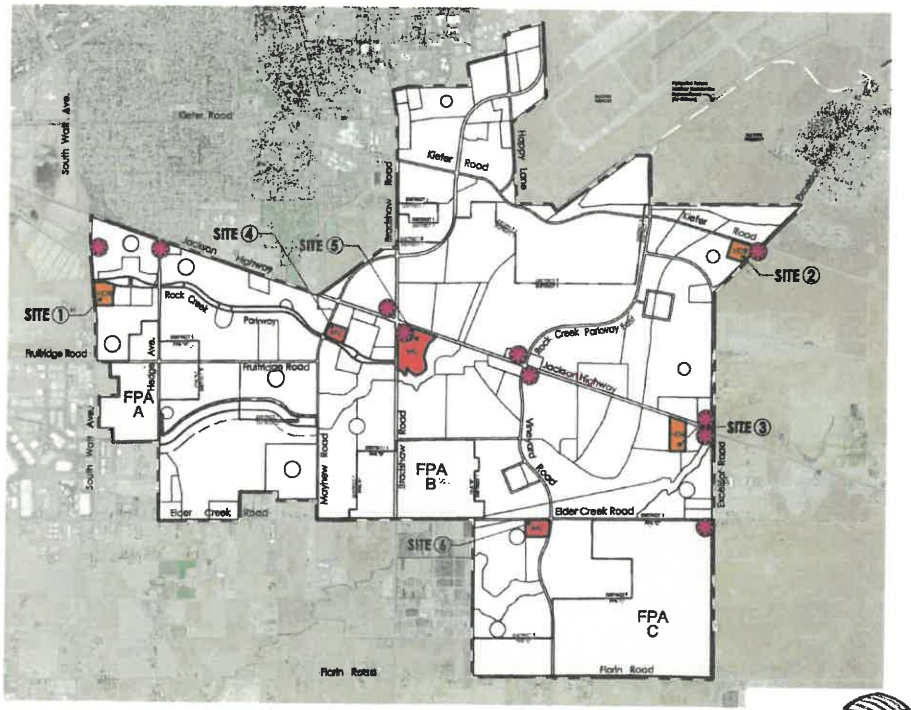
TEICHERT-OWNED OVERALL UNIT SUMMARY

HOUSING TYPE	AC.±	EST. DU
SINGLE FAMILY (VLDR, LDR, & MDR):	1,271.5	6,516
MULTI-FAMILY (HDR, MU*):	79.9	1,838
TOTAL:	1,351.4 AC.	8,354 DU

TEICHERT-OWNED AFFORDABLE HOUSING UNIT SUMMARY

SITE NO.	AC.±	EST. DU
1 - HDR	10.7	321
2 - HDR	10.0	300
3 - HDR	12.6	378
4 - MU*	7.0	126
5 - MU*	29.6	533
6 - MU*	10.0	180
TOTAL	79.9 AC.	1,838 DU

* MIXED USE (MU) UNIT DENSITY IS ASSUMED AT 30 DU/AC. DWELLING UNIT NUMBER IS CALCULATED USING 60% OF MIXED USE ACREAGE.



SOURCE: WEST JACKSON HIGHWAY MASTER PLAN - LAND USE PLAN, DATED JUNE 2023.

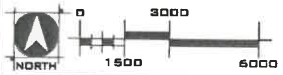


EXHIBIT 2

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C St. Bldg. 100-B
Sacramento, CA 95816
Tel 916.341.7760
Fax 916.341.7767

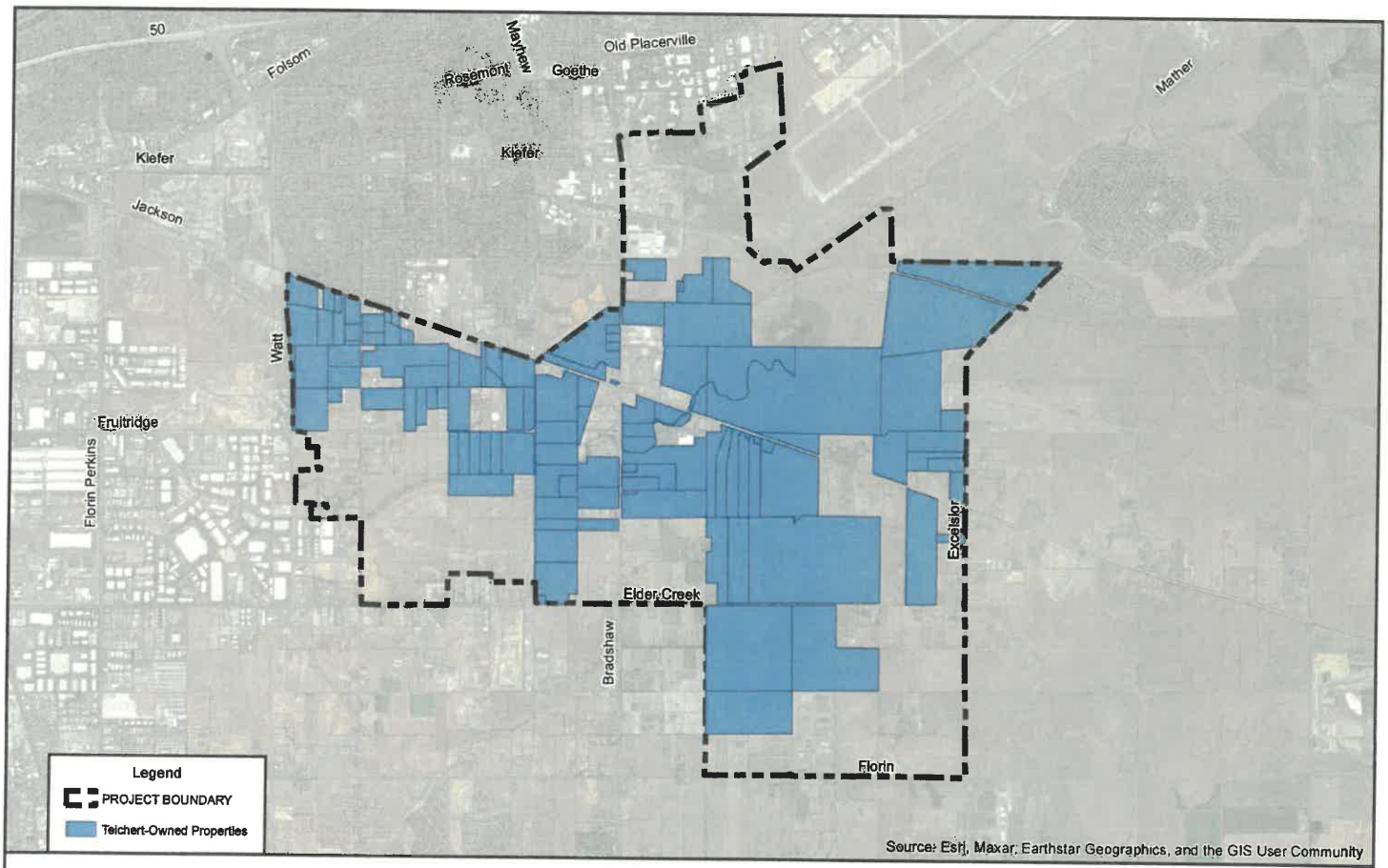


EXHIBIT 3

TEICHERT-OWNED PROPERTIES

SACRAMENTO COUNTY, CA

DECEMBER 2024

NORTH

1 inch = 4,000 feet

WOOD RODGERS

TEICHERT-OWNED AFFORDABLE HOUSING SITES
PROXIMITY TO AMENITIES & TRANSIT ROUTES
WEST JACKSON HIGHWAY MASTER PLAN
SACRAMENTO COUNTY, CALIFORNIA
MAY 2024

LEGEND

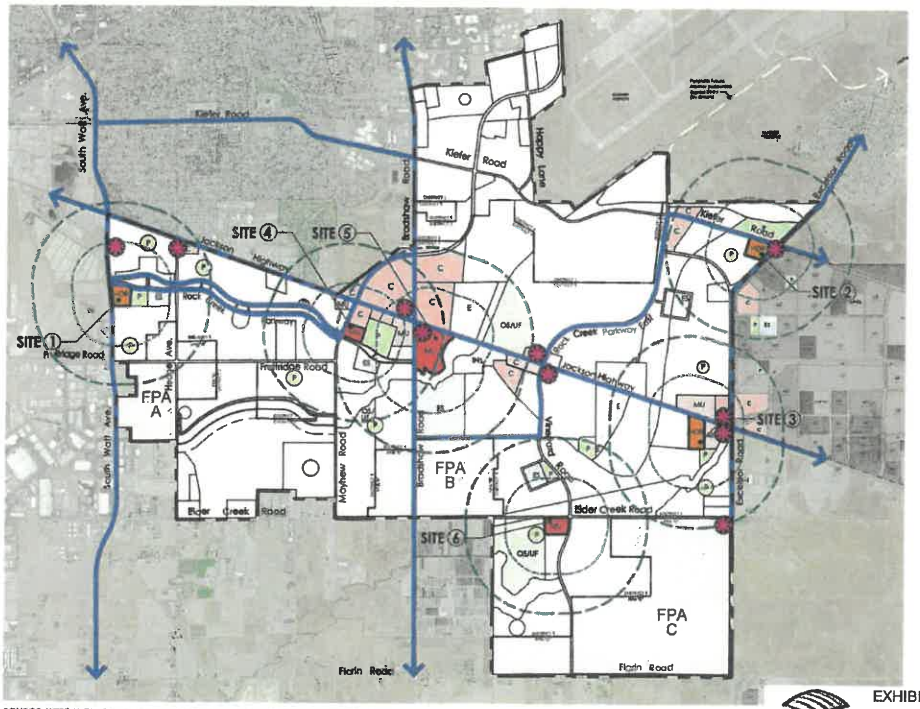
- ANTICIPATED TRANSIT STOPS
- FUTURE TRANSIT ROUTES

AMENITY PROXIMITY (HALF-MILE) BY SITE

Site No.	Amenity Description
1 - HDR	• Existing or planned grocery store • Existing or planned transit stop • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school
2 - HDR	• Existing or planned grocery store • Existing or planned transit stop • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school • Existing or planned grocery store (JT) • Existing or planned public park or recreational facility (JT) • Existing or planned public elementary, middle, or high school (JT)
3 - HDR	• Existing or planned grocery store • Existing or planned transit stop • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned grocery store (JT) • Existing or planned public park or recreational facility (JT)
4 - MU	• Existing or planned grocery store • Existing or planned transit stop • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school
5 - MU	• Existing or planned grocery store • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school
6 - MU	• Existing or planned grocery store • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school

AMENITY PROXIMITY (QUARTER-MILE) BY SITE

Site No.	Amenity Description
1 - HDR	• Existing or planned public park or recreational facility • Existing or planned transit stop • Existing or planned public elementary, middle, or high school
2 - HDR	• Existing or planned public park or recreational facility • Existing or planned transit stop • Existing or planned grocery store (JT) • Existing or planned public park or recreational facility (JT)
3 - HDR	• Existing or planned grocery store • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned grocery store (JT)
4 - MU	• Existing or planned grocery store • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school
5 - MU	• Existing or planned grocery store • Existing or planned transit stop • Existing or planned mixed use development • Existing or planned public park or recreational facility • Existing or planned public elementary, middle, or high school
6 - MU	• Existing or planned public park or recreational facility • Existing or planned mixed use development • Existing or planned public elementary, middle, or high school



SOURCE: WEST JACKSON HIGHWAY MASTER PLAN - LAND USE PLAN, DATED JUNE 2023.

* MIXED USE (MU) UNIT DENSITY IS ASSUMED AT 30 DU/AC. DWELLING UNIT NUMBER IS CALCULATED USING 60% OF MIXED USE ACREAGE.

0 3000
NORTH
1 500 6000

EXHIBIT 4

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C St, Bldg. 100-B
Sacramento, CA 95816
Tel 916.341.7760
Fax 916.341.7767