

Appendicies

APPENDICIES

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APPENDIX A

CLIMATE ACTION PLAN

February 5, 2010

Mr. Steve T. Johns
Brewer Lofgren LLP
3727 Sutter Hill Lane
Carmichael, CA 95608

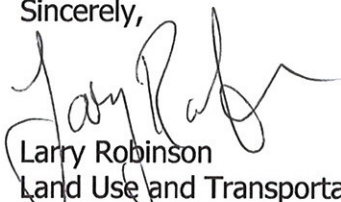
**RE: Florin Vineyard Community Plan Elements Addressing Climate Change
SMAQMD No: SAC200400141H**

Per our meeting on January 13, 2010; thank you for submitting the revised Florin Vineyard Community Plan Elements of Climate Change to the Sacramento Metropolitan Air Quality Management District (District) for review and comment.

Given the ongoing challenges of greenhouse gas quantification and mitigation, along with the unique challenges of the Florin Vineyard Community Plan project area, we appreciate your willingness to work cooperatively to address District concerns. With the revisions to the Florin Vineyard Climate Change Plan, submitted February 2, 2010, being included in the Final Environmental Impact Report; the District staff is pleased to endorse this plan. This Climate Change Plan requires measures totaling 10.625 percent reduction to be implemented at the plan-wide level from the District measures list. In addition, measures totaling 10 points must be chosen from the Attorney General's measures list and implemented at the project level.

Please feel free to contact Charlene McGhee of my staff at 916.874 4883 or cmcghee@airquality.org if you have any questions.

Sincerely,



Larry Robinson
Land Use and Transportation
Program Coordinator

c: Cathy Hack, DERA, Sacramento County
Charlene McGhee, Planner, SMAQMD
Jeane Berry, Climate Change Program, SMAQMD

FLORIN VINEYARD COMMUNITY PLAN AREA PLAN ELEMENTS ADDRESSING CLIMATE CHANGE

Overview

In 1999, Sacramento County initiated a community planning program for the Florin-Vineyard area. The proposed Florin-Vineyard Community Plan area covers approximately 3,766 acres and is located within the communities of Vineyard and South Sacramento. The area is commonly referred to as the "Gap" area because it is located between the existing urban area that is west of Elk Grove-Florin Road and the comprehensively planned North Vineyard Station and Vineyard Springs urban areas to the east. The northern boundary of the Plan area is generally comprised of ranchettes adjacent to an aggregate quarry.

The general boundaries of the Florin-Vineyard Community Plan area are as follows:

- Northern boundary: Elder Creek Road and the Sacramento City limits.
- Eastern boundary: Bradshaw Road, excluding the North Vineyard Station Specific Plan area.
- Southern boundary: Generally a few hundred feet north of Vintage Park Drive, north of the developed Churchill Downs and Vintage Park areas.
- Western boundary: Union Pacific Railroad tracks, and Elk Grove Florin Road.

Initiation of the Florin-Vineyard Community Plan will lead to changes to the County General Plan, and both the South Sacramento and Vineyard Community Plans.

This document identifies Plan elements that will be incorporated into the Florin Vineyards Community Plan approvals that are intended to reduce greenhouse gas emissions. These elements are intended to respond to the interim measures identified by the Sacramento Metropolitan Air Quality Management District's Guidance for Land Use Emission Reductions and the California Attorney General's February 14, 2008 letter entitled, "Addressing Global Warming Impacts at the Local Agency Level" (updated May 21, 2008.) The Florin Vineyard Community Plan approvals will contain elements that respond to the various design and operational objectives that are identified by both the SMAQMD and the Attorney General.

I. SMAQMD MEASURES FOR THE ENTIRE PLAN AREA.

A. MEASURES INCLUDED IN THE APPROVED FLORIN VINEYARD COMMUNITY PLAN AREA AIR QUALITY AND EMISSIONS REDUCTION PLAN

Sacramento County General Plan Policy AQ-15 requires all new major sources of emissions to be reviewed and modified or conditioned to achieve a reduction of emissions. The goal of the review is to achieve a 15 percent reduction of emissions from the base-case level. The Sacramento Metropolitan Air Quality Management District has prepared a list of measures with corresponding point values that can be applied to a project to achieve a reduction of emissions.

The SMAQMD approved the Florin Vineyard Community Plan area's AQ-15 Plan. The implementation of the measures identified in the Plan achieves a 12.5 percent reduction in emissions. The remaining 2.5 percent reduction will be met by each individual project within the Community Plan area. This tiered approach to reaching the 15 percent target will provide individual projects the flexibility to implement measures that complement their individual developments and site constraints.

Subsequent to the approval of the Florin Vineyard Community Plan area's AQ-15 Plan, SMAQMD updated its "Guidance for Land Use Emission Reductions." While the updated Guidance includes many of the same general measures as the previous Guidance, some of the measures have been further developed. Additionally, each measure in the updated Guidance corresponds to an estimated reduction in CO2 emissions. Each item listed below is from the updated Guidance, identifies the updated CO2 equivalent points for each measure, and generally corresponds to the items contained in the approved AQ-15 Plan.

1. SMAQMD Item #1. Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.

0.625 Point.
2. SMAQMD Item #5. The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.

1.0 Point.
3. SMAQMD Item #15. Project provides high density office or mixed-use proximate to transit.

1.5 Points.

4. SMAQMD Item #18. Project provides high-density residential development.

2.5 Points.

5. SMAQMD Item #19. Multiple and direct street routing.

1 Point.

6. SMAQMD Item #6. Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.

1 Point.

B. ADDITIONAL SMAQMD MEASURES, NOT INCLUDED IN THE APPROVED AQ-15 PLAN, THAT FURTHER REDUCE EMISSIONS PLAN-WIDE.

The Florin Vineyards Community Plan AQ-15 Plan is based on Version 1.1 of the “Recommended SMAQMD Guidance for Land Use Emissions Reductions.” Subsequent to the preparation of the Plan, SMAQMD updated its Guidance. The most recent version of the Guidance is Version 2.4, which was updated on August 15, 2007. The Plan can incorporate some of the measures from the most recent version of the Guidance to further reduce emissions. The measures below, which can be incorporated into the Plan, are identified in the same manner as they are identified in Guidance Version 2.4.

AQMD Measure 23. Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.

Comment: There are several sites within the Plan area where there is a concentration of a variety of uses and amenities.

Application: Plan-wide.

3 Points.

II. MEASURES IDENTIFIED IN THE ATTORNEY GENERAL'S "PROJECT ELEMENTS ADDRESSING CO2 EMISSIONS REDUCTIONS."

The California Attorney General has prepared a document entitled, "The California Environmental Quality Act - Addressing Global Warming Impacts at the Local Agency Level." Set forth in the left column in the table below is the list of the Attorney General strategies. Some of the strategies can be incorporated into all projects in the Plan area, and where a strategy is able to be incorporated into all projects in the Plan area, the method for doing so is described in the center "Plan Level Application" column of the table. However, due to the diversity of existing and proposed uses within the Plan area, some of the Attorney General strategies are more effectively applied to specific projects rather than Plan-wide. Thus, where a strategy is more appropriately applied on a project-by-project basis, it is listed in the "Project Level Application" column on the right side of the table.

Each strategy in the Project Level Application column has been assigned points that roughly correspond to the relative significance of each measure. The points for each measure may or may not have a representative correlation to the estimated percentage of CO2 emissions reduction. Each individual project in the Plan area will implement strategies from the Project Level Application list that have a collective value of at least 10 points.

The project-specific strategies are in addition to the remaining 2.5 percent reduction that must be met by each individual project under the approved Air Quality and Emissions Reduction Plan. (See Air Quality and Emissions Reduction Plan, page 5.) As is the case with the Air Quality Plan, the goal of the project specific measures to provide each project with the flexibility to utilize the most feasible measures for the proposed development and site constraints.

Projects within the Florin Vineyards Community Plan area will comply with each of the Plan Level Application measures in this section, unless the required measure is included in the County's Green Building Code (once adopted), in which case the project will comply with the more stringent standard.

The project specific measures list below is comprised of measures identified by the County of Sacramento Department of Environmental Review and Assessment as well as measures set forth in the Attorney General's document. Where a measure has a range of points associated with its application, the actual number of points applied to a specific project will be determined by the project applicant in consultation with the County of Sacramento Department of Environmental Review and Assessment.

| Florin Vineyard Gap Project Elements Addressing Climate Change | | |
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| California Attorney General Strategy | Plan Level Application | Project Level Application (Each project will need to implement measures with a collective value of at least 10 points.) |
| Energy Efficiency Strategies | | |
| Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. | | Exceed Title 24 energy efficiency standards by 20%. (1 Point.) |
| | | Install EPA approved fireplaces and woodstoves or project does not feature fireplaces or woodstoves. (1 Point.) |
| | | Install natural gas line in rear yard for BBQ and install exterior electrical outlets for electric yard equipment compatibility. (1 Point.) |
| | | Provide an electric mower to each residential buyer. (.5 Point.) |
| | | Install attic insulation in excess of R-38 value. (1 Point.) |
| | | Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. (1 - 2 Points.) |
| | | Install whole-house fan in |

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| | | each residential unit. (1 Point.) |
| Install efficient lighting and lighting control systems. Use of daylight as an integral part of lighting systems of buildings. | Provide CFD light bulbs for all fixtures to each homeowner upon initial sale. | Install efficient lighting and lighting control systems. Use of daylight as an integral part of lighting systems of buildings. (1 Point.) |
| Install light colored “cool” roofs, cool pavements, and strategically placed shade trees. | The Plan area has developed an enhanced Green Streets/Parkway Plan that encourages pedestrian circulation and bicycle usage throughout area. Thoroughfares, arterials and collector streets will have shade-tree planted medians and shade-tree planted landscape buffers between the roadway and the separated sidewalk. Additionally, shade trees will be incorporated into all projects as required by County Code. | Install parking lot shading 10% beyond what is required by the Sacramento County Code. (1 Point.) |
| Provide information on energy management services for large energy users. | | Provide information on energy management services for large energy users. (.25 Point.) |
| Install energy efficient heating and cooling systems, appliances and equipment, and control systems. | Install Energy Star (or equivalent) heating and cooling systems, appliances and control systems. | |
| Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting. | LED lighting will be installed for traffic and street lighting to the extent that the proposed lighting complies with the illumination and construction standards for the County and/or other agencies. | |

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| Limit the hours of operation of outdoor lighting. | Outdoor lighting in non-residential uses and in the common areas of multi-family housing will be limited, subject to illumination and safety standards. | |
| Use solar heating, automatic covers, and efficient pumps and motors for pools and spas. | | Use solar heating, automatic covers, and efficient pumps and motors for pools and spas. (.5 Point.) |
| Provide education on energy efficiency. | | Provide education on energy efficiency. (.25 Point.) |
| Renewable Energy Strategies | | |
| Install solar and wind power systems, solar and tankless hot water heaters and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives. | | Install tankless hot water heater. (.5 Point.) |
| | | Install solar hot water heater. (1 Point.) |
| | | Install solar and/or wind power systems. (2 - 5 Points.) |
| | | Install hot water recirculating system. (.5 Point.) |
| Install solar panels on carports and over parking areas. | | Install solar panels on carports and over parking areas. (2 - 5 Points.) |
| Use combined heat and power in appropriate applications. | | Use combined heat and power. (2 - 5 Points.) |
| Water Conservation and Efficiency Measures | | |
| Create water-efficient | | Create water-efficient |

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| landscapes. | | landscapes. (.5 Point.) |
| Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. | | Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. (.5 Point.) |
| Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water. | | Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water. (1 Point.) |
| Design buildings to be water-efficient. Install water-efficient fixtures and appliances. | | Design buildings to be water-efficient. Install low-flow toilets, shower heads and faucet aerators. Install water efficient appliances. (0.5 – 1 Point.) |
| Use graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines.) For example, install dual plumbing in all new development allowing graywater to be used for landscape irrigation. | | Use graywater for landscape irrigation. (.5 Point.) |
| Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. | Individual projects CC&R's will prohibit the application of irrigation water to non-vegetated surfaces. | |
| Restrict the use of water for cleaning outdoor surfaces and vehicles. | | Restrict the use of water for cleaning outdoor surfaces and vehicles. (.25 Point.) |
| Implement low-impact | The Plan area's drainage plan | |

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| <p>development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site.)</p> | <p>protects creeks that flow through the area. The drainage plan also includes water detention basins that not only improves the quality of runoff into the creeks by allowing sedimentation to settle prior to discharge, but also recharges groundwater by holding water before discharge into creeks.</p> | |
| <p>Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.</p> | | <p>Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project. (1 - 3 Points.)</p> |
| <p>Provide education about water conservation and available programs and incentives.</p> | | <p>Provide education about water conservation and available programs and incentives. (.25 Point.)</p> |
| <p>Solid Waste Strategies</p> | | |
| <p>Reuse and recycle construction and demolition waste (including, but not limited to soil, vegetation, concrete, lumber, metal, and cardboard).</p> | | <p>Reuse and recycle 50% of construction and demolition waste (including, but not limited to, soil, vegetation, and concrete, lumber, metal, and cardboard). (.5 Point.)</p> |
| <p>Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.</p> | <p>Provide interior and exterior storage areas for recyclables in residential units and adequate recycling containers located in public areas.</p> | |
| <p>Recover by-product</p> | <p>This is not feasible for the proposed Plan.</p> | |

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| methane to generate electricity. | | |
| Provide education and publicity about reducing waste and available recycling services. | | Provide education and publicity about reducing waste and available recycling services. (.25 Point.) |
| Land Use Strategies | | |
| Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods. | <p>Sacramento County initiated a community planning program for the Florin-Vineyard area, also known as the "Gap" area. The term "Gap" has been used to refer to this area because it is located between the existing urban area to the west of Elk Grove-Florin Road and a comprehensively planned urban area to the east (i.e., North Vineyard Station and Vineyard Springs).</p> <p>The Plan has developed an enhanced Green Streets/Parkway Plan that encourages pedestrian circulation and bicycle usage throughout the Plan area, thus reducing vehicle trips. Pedestrian and bicycle paths throughout the Plan connect commercial areas, parks, schools and the hike/bike trail that runs along the riparian corridor.</p> <p>Higher density residential development within the Plan is located in close proximity to commercial services and to anticipated transit lines.</p> | |
| Educate the public about | | Provide information |

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| <p>the benefits of well-designed, higher density development.</p> | | <p>regarding the benefits of well-designed, higher density development. (.25 Point.)</p> |
| <p>Incorporate public transit into project design.</p> | <p>This area is not currently served by transit. The Plan includes a transit fee to cover the cost of transit-related facilities and infrastructure within the Plan area. The fee will cover the cost of new buses to serve the Plan area, bus shelters in the Plan area, land acquisition and construction cost of a planned park and ride facility, the Plan area's share of a new bus maintenance facility. Specifically, the transit fees are identified for use by the Sacramento Regional Transit District for the acquisition of up to 15 bus vehicles, to acquire land for a 5 acre, 500 space park-and-ride lot, to contribute toward a new bus maintenance facility and to construct 40 bus shelters within the Plan area. It is estimated that the Plan area will generate approximately \$11,907.000 for transit. The payments to transit are not required by ordinance or regulation.</p> <p>There will be convenient pedestrian and bicycle access to the transit facilities through the system of interconnected pedestrian and bicycle paths within the Plan and connecting to areas outside of the Plan area. The pedestrian and bicycle paths will connect residential areas to commercial areas, schools,</p> | |

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| | parks and other destinations. | |
| Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. | The Plan includes preserves riparian areas that are adjacent to creeks and wetlands and mitigates wetlands where appropriate. The Plan also includes numerous parks. The Plan also contains a linear power line corridor that will remain as open space. The Plan also includes project-specific and Plan-area serving detention basins that will also remain as open space. | |
| Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs. | The Plan area is comprised of underused properties that are, in the regional context, close to downtown and other central parts of the Sacramento region. The Plan area is comprised of 3766 acres over 670 separate parcels. Sacramento County initiated a community planning program for this area, also known as the "Gap" area, to comprehensively plan this area. The term "Gap" has been used to refer to this area because it is located between existing urban areas. The areas to the west, north and south are either developed with residential, commercial or industrial uses or are comprehensively planned urban areas. The development that will occur under the Community Plan will be much denser than what would occur on a project-by-project basis and will be better connected with | |

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| | <p>streets, bicycle trails and pedestrian routes than would be developed on a project-by-project basis.</p> <p>This area has been identified for development in the County’s General Plan and the SACOG Regional Blueprint for Growth. The Plan also supports the seven growth principles identified in the Blueprint:</p> <ol style="list-style-type: none"> 1. Transportation Choices: The Plan area is designed to encourage people to walk, ride bicycles, ride the bus and ride light rail. 2. Mixed-Use Developments: Residences, commercial areas, and offices are located near each other to create active neighborhoods. 3. Compact Development: The Plan area projects will be more compactly built and will use space in a more efficient manner than the existing land uses in the area. The Community Plan will encourage more walking, biking, and public transit use, and will shorten auto trips than what is currently available in the Plan area. 4. Housing Choice and Diversity: The Community Plan will include a variety of places where people can live – apartments, condominiums, townhouses, and single-family detached | |
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| | <p>homes on varying lot sizes – creating housing options for the variety of people who will reside and work in the area.</p> <p>5. Use of Existing Assets: The Plan area is a very low-density area comprised of 670 parcels that will be comprehensively planned under the Community Plan, promoting the intensification of underutilized parcels. The areas around the Plan area are either developed or will be developed under a comprehensive plan.</p> <p>6. Quality Design: The Community Plan will include an enhanced Green Streets/Parkway Plan that encourages pedestrian circulation and bicycle usage throughout the Plan area, thus reducing vehicle trips. Pedestrian and bicycle paths throughout the Plan area connect commercial areas, parks, schools and the hike/bike trail that runs along the riparian corridor. The Plan area is approximately four miles from light rail; an easy bus ride for access to the light rail system, providing a strong transit connection.</p> <p>7. Natural Resources Conservation: The Community Plan preserves creeks and other riparian areas and provides access to these areas through bike and</p> | |
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| | <p>pedestrian trails. Landscaping will frequently be drought tolerant and shade trees will be incorporated into the area to promote pedestrian activity as well as reduce energy consumption.</p> | |
| <p>Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.</p> | <p>The Plan has developed an enhanced Green Streets/Parkway Plan that encourages pedestrian circulation and bicycle usage throughout the Plan area, thus reducing vehicle trips. The Plan area will include several miles of Class I and Class II bike paths adjacent to major roadways, which are intended to serve both commuter and recreational cyclists. Additionally, there are segments of off-street hike/bike paths that are adjacent to riparian areas and parks. The entire Plan area is located within ½ mile of either a Class I or Class II bike path and the bicycle circulation system is designed to connect to existing and planned bike paths outside of the Plan area.</p> <p>Non-residential projects will provide a bicycle lockers and bicycle racks. Class I bicycle storage will be provided at apartment complexes or condominium complexes without garages.</p> | |
| <p>Transportation and Motor Vehicle Strategies</p> | | |
| <p>Limit idling time for</p> | | <p>Limit idling time for</p> |

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| <p>commercial vehicles, including delivery and construction vehicles.</p> | | <p>commercial vehicles, including delivery and construction vehicles. (.5 Point.)</p> |
| <p>Use low or zero-emission vehicles, including construction vehicles.</p> | | <p>Use low or zero-emission vehicles, including construction vehicles. (1 - 2 Points.)</p> |
| <p>Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.</p> | | <p>Promote ride sharing programs by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles and / or providing a web site or message board for coordinating rides. (.25 Point.)</p> |
| | | <p>Install the minimum parking allowed by the Sacramento County Code. (1 Point.)</p> |
| <p>Create car sharing programs. Accommodations for such programs include providing parking spaces for the car share vehicles at convenient locations accessible by public transportation.</p> | | <p>Create a car sharing program that includes providing parking spaces for the car share vehicles at convenient locations accessible by public transportation. (.5 Point.)</p> |
| <p>Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.</p> | <p>The Plan area is not being designed to accommodate an additional vehicular circulation network, as the majority of the property within the plan area is not currently proposed for development and the installation of a complete system within the Plan area could be speculative.</p> | |

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| <p>Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).</p> | | <p>Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles such as electric vehicle charging facilities and alternative fueling stations. (.5 Point.)</p> |
| | | <p>Provide priority parking to hybrid vehicles. (.5 Point.)</p> |
| <p>Increase the cost of driving and parking private vehicles by, e.g., imposing tolls and parking fees.</p> | | <p>Increase the cost of driving and parking private vehicles by establishing parking fees. (1 Point.)</p> |
| <p>Build or fund a transportation center where various public transportation modes intersect.</p> | <p>The Plan area will provide essential bus stop improvements so that future bus service can provide an efficient connection to the Watt Avenue LRT station and to other bus routes. Commercial properties will provide low cost transit passes to employees, as coordinated through the Transportation Systems Management program.</p> <p>Each commercial development will include a display case or kiosk that displays transportation information.</p> <p>There will be convenient pedestrian and bicycle access to the transit facilities through the system of interconnected pedestrian and bicycle paths within the Plan area and connecting to areas outside of the Plan</p> | |

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| | <p>area. The pedestrian and bicycle paths will connect residential areas to commercial areas, schools, parks and other destinations. The Plan area provides a development pattern that eliminates physical barriers that impede pedestrian and bicycle circulation, such as walls, berms, landscaping and slopes between residential and non-residential uses.</p> | |
| <p>Provide shuttle service to public transit.</p> | | <p>Provide shuttle service to public transit. (1 Point.)</p> |
| <p>Provide public transit incentives such as free or low-cost monthly transit passes.</p> | | <p>Provide public transit incentives such as free or low-cost monthly transit passes. (1 to 3 Points.)</p> |
| <p>Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments. Incorporate bicycle-friendly intersections into street design.</p> | <p>The Plan area has developed an enhanced Green Streets/Parkway Plan that encourages pedestrian circulation and bicycle usage throughout the Plan area. Pedestrian and bicycle paths throughout the Plan area connect commercial areas, parks, schools and the hike/bike trail that runs along the riparian corridor.</p> <p>Additionally, site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.</p> | |

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| Incorporate bicycle-friendly intersections into street design. | Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated. | |
| For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking. | Non-residential projects will provide bicycle lockers or bicycle racks near building entrances. | |
| Create bicycle lanes and walking paths directed to the location of schools, parks and other destination Points. | The Plan area has developed an enhanced Green Streets/Parkway Plan that encourages pedestrian circulation and bicycle usage throughout the Plan area. Pedestrian and bicycle paths throughout the Plan area connect commercial areas, parks, schools and the hike/bike trail that runs along the riparian corridor. | |
| Work with the school district to restore or expand school bus services. | The property owners within the Plan area will work with the Elk Grove Unified School District to include school bus services within the Plan area. | |
| Institute a telecommute work program. Provide information, training, and | | Establish a telecommute work program and provide information, training and |

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| incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences. | | incentives to encourage participation. (.5 Point.) |
| Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation. | | Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation. (.25 Point.) |
| Additional Strategies | | |
| <p>Each proposed project may propose other measures that do not appear on this matrix through consultation with and approval by the County of Sacramento Department of Environmental Review and Assessment.</p> <p>It is anticipated that the County will adopt Phase 2 of the County’s Climate Action Plan within a year of the County’s adoption of the 2030 General Plan. The Phase 2 document will include additional resources to reduce greenhouse gas emissions that may be implemented by projects within the Florin Vineyards Gap Community Plan area.</p> | | |
| | | |

APPENDIX B

AIR QUALITY MITIGATION PLAN

March 26, 2007

Mr. Roy Brewer
Brewer Lofgren Attorneys at Law
3727 Sutter Hill Lane
Carmichael, CA 95608

RE: Florin Vineyard Community Plan Air Quality Mitigation Plan Endorsement
AQMD No: SAC200400141G

Thank you for submitting the Florin Vineyard Community Plan Air Quality Management Plan.

We appreciate the cooperative way we were able to come to an agreement on how to address the General Plan Policy AQ-15 given the unique nature of this project. With the current revisions the Plan dated March 20, 2007, totals 12.5 points of the 15 points required for any projects within the Florin Vineyard Community Plan area. The remaining 2.5 points will be required to be chosen, in consultation with the Sacramento Metropolitan Air Quality Management District, and implemented by each individual project as they move through the planning process. With that understanding we are pleased to endorse this Air Quality Mitigation Plan.

Please feel free to contact me at 916.874 4883 or cmcghee@airquality.org if you have any questions.

Sincerely,



Charlene McGhee
Associate Air Quality Analyst

c: Lauren Hocker, DERA, Sacramento County
Larry Robinson, SMAQMD

Florin Vineyard Community Plan Area Air Quality and Emissions Reduction Plan

EXECUTIVE SUMMARY

This document presents the Air Quality and Emissions Reduction Plan for the proposed the Florin Vineyard Community Plan area in the County of Sacramento.

The County of Sacramento General Plan Policy AQ-15 requires “a 15% reduction in emissions from the level that would be produced by a base-case project assuming full trip generation per the current ITE Trip Generation Handbook.” The Florin Vineyard Community Plan area contains 3,766 acres, as shown on the Planning area Boundary Map (Figure 1), with the following approximate boundaries:

- Northern boundary: Elder Creek Road and the Sacramento City limits.
- Eastern boundary: ½ mile East of Bradshaw between Elder Creek and Florin Roads and at Bradshaw Road South of Florin Road excluding the North Vineyard Station Specific Plan area.
- Southern boundary: Generally a few hundred feet north of Vintage Park Drive, north of the developed Churchill Downs and Vintage Park area.
- Western boundary: Union Pacific Railroad tracks, and Elk Grove-Florin Road area is situated.

The term "Gap" has been used to refer to this area because it is located between the existing urban area to the west of Elk Grove-Florin Road and the comprehensively planned areas to the east, the North Vineyard Station Specific Plan and the Vineyard Springs Comprehensive Plan. The Draft Florin Vineyard Community Plan contemplates between 8,950 and 12,500 residential units at a variety of densities, and a mix of commercial, office, industrial, school, park and open space uses.

The Draft Florin Vineyard Community Plan is the result of a County initiated planning effort to fill in the areas between existing development and approved planning areas. The Florin-Vineyard Citizens Advisory Committee was appointed to help Planning staff draft the Community Plan. The result of the planning process was the CAC Preferred Plan. At the direction of the Board of Supervisors, County planning staff provided alternative land use scenarios for selected portions of the planning area. These were identified as “Planning Options,” in the Draft Plan submitted by the Board for environmental assessment. The planning options represent opportunities for increased densities and, in some cases, allow for a mix of uses beyond those identified in the CAC Plan.

This Air Quality and Emissions Reduction Plan was prepared by the applicant group at the request of Sacramento County. While the applicant group comprises approximately 50% of the lands with non-industrial zoning proposed, this document is intended to provide a baseline for future project applications and create consistency among measures that would otherwise not be achievable with such a diverse fabric of ownerships and land uses. The point values achieved in this plan will be credited against each project’s obligation toward their 15% emissions reduction. Together with a supplemental Air Quality and Emissions Reduction Plan submitted by individual project applicants, each project’s measures have the goal of reducing peak hour vehicle trips and emissions from both mobile and direct sources by 15%.

INTRODUCTION

Sacramento County General Plan Policy AQ-15 requires all new major sources of emissions be reviewed and modified or conditioned to achieve a reduction in emissions. The indirect source review will include a 15 percent reduction in emissions from the level that would be produced by a base-case project.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) has prepared a list of measures and corresponding point values that can be applied to achieve the targeted 15% reduction in emissions. Each emission reduction measure is assigned a point value, which is approximately equivalent to the percentage reduction in emissions from the level that would be produced by a base-case project assuming full trip generation per the current ITE Trip Generation Handbook. The emission reduction measures are organized into the following categories:

- Bicycle, Pedestrian and Transit
- Parking
- Mixed Use
- Building Components
- Transportation Demand Management and Miscellaneous

PROJECT DESCRIPTION AND TRANSPORTATION SETTING

The proposed Florin Vineyard Plan area is a 3,766 acre mixed-use project located in the central portion Sacramento County. The project site is located between the existing Florin community and the area comprising the North Vineyard Station Specific Plan. The planning area is located south of Florin Road, north of Calvine Road, and primarily east of Elk Grove-Florin Boulevard and west of Bradshaw Road, as shown on the Location Map (Figure 2). The draft Community Plan features between 8,950 and 12,500 residential units in a variety of density levels, and a mix of commercial, business park, industrial park, school, park and open space uses, all as described below in Table 1.

Table 1 - Land Use Summary

| Zoning | CAC Acres | Planning Acres |
|----------------------------|------------------|-----------------------|
| Industrial | 1242.0 | 841.0 |
| Industrial Reserve | 0.0 | 275.0 |
| Commercial | 145.0 | 158.0 |
| Office | 5.0 | 5.0 |
| Ag Residential | 1028.0 | 559.0 |
| Low Density Residential | 1140.0 | 1677.0 |
| Medium Density Residential | 13.7 | 90.5 |
| High Density Residential | 45.0 | 86.0 |
| Open Space | 89.3 | 74.5 |
| Golf/Recreation | 58.0 | 0.0 |
| Total Acres | 3766.0 | 3766.0 |

An illustrative map of the draft Florin Vineyard Community Plan provided as Figure 3 is shown, with the Planning Department alternatives identified as “Planning Options.”

An enhanced Green Streets/Parkway Plan, which includes green streets and trails, is proposed to provide attractive alternatives to driving. The green streets and bike ways plans, (Figures 4.0 – 4.7) are intended to encourage internal pedestrian circulation and ease of access throughout the plan area, as well as providing enhanced access to neighboring communities.

Access Characteristics

Vehicular access to the project site is extensive. There are two major North-South roadways (South Watt/Elk Grove Florin and Bradshaw Roads) as well as three major East-West roadways (Elder Creek, Florin and Gerber Roads.)

Bicycle Facilities

Bicycle facilities are currently limited within and near the project site. However, Sacramento County’s Bikeway Master Plan proposes Class II bike lanes on Bradshaw, Elder Creek, Florin and Gerber Roads. The Florin Vineyard Property Owners Group is proposing additional bike lanes as depicted in the green streets and bike ways plans (Figures 4.0 – 4.7).

Transit Service and Facilities

Sacramento Regional Transit (RT) does not currently serve this area. Regional Transit’s 20 Year Vision plan shows the following transit planned for this area:

- Enhanced Bus Corridor on Elk Grove-Florin and Florin Roads
- Trunk Bus on Bradshaw Road
- Light Rail within the existing heavy rail corridor that runs diagonally through the planning area

Proposed Air Quality Measures

The Proposed Air Quality Measures (Table 2) present measures to be applied throughout the Community Plan area to reduce emissions as required by General Plan Policy AQ-15. Each measure has been selected from the menu of creditable measures for emissions reduction developed by the SMAQMD, and the inclusion of each measure has been approved by SMAQMD staff.

Measure Fulfillment Strategy

Implementation of the Measure Fulfillment Strategy (Table 3) achieves 12.5 points of the 15.0 points required by policy. Any additional measures required to achieve the 15% reduction requirement shall be met by each individual project by implementation of measures from version 1.1 of Recommended SMAQMD Guidance for Land Use Emission Reductions (Table 4) or future measures recommended by SMAQMD, including additional measures which may be considered, “Innovative Strategies.” This tiered approach to reaching the targeted 15% emissions reduction will provide individual projects the flexibility to implement measures that complement their individual developments and site constraints.

TABLE 2
Proposed Measures

BICYCLE/PEDESTRIAN/TRANSIT

| # | Description | | Comments |
|----|---|-----|--|
| 1 | Non-residential projects provide bicycle lockers and/or racks | 0.5 | |
| 6 | The project provides for pedestrian facilities and improvements | 1.0 | Wider sidewalks separated from roadway and buffered by landscaping are incorporated into the street cross sections (Figures 4.2 – 4.7) |
| 7 | Bus service providing headways of 15 minutes or less for stops within ¼ mile; the project provides essential bus stop improvements | 1.0 | |
| 8 | Provide a display case or kiosk within each commercial development, displaying transportation information | 0.5 | |
| 10 | High density residential, mixed, or retail/commercial uses within ¼ of planned transit, linking with activity centers and other planned infrastructure. | 0.5 | |
| | Points proposed in this section | 3.5 | |

RESIDENTIAL DEVELOPMENT

| # | Description | | Comments |
|----|--|-----|---|
| 26 | Average residential density 7 d.u. per acre or greater | 1.5 | 1.5 points for 7 - 14 du/acre, 3.0 points for 15 – 29 de/acre, 4.5 points for 30+ du/acre |
| 27 | Multiple and direct street routing | 2.5 | Points per a connectivity factor |
| | Points proposed in this section | 4.0 | |

MIXED USE

| # | Description | | Comments |
|----|---|-----|----------|
| 33 | The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation. | 1.0 | |
| | Points proposed in this section | 1.0 | |

OTHER MEASURES

| # | Description | | Comments |
|----|---|-----|--|
| 99 | Proximate location of complementary uses and on and off street connections between uses | 4.0 | Extensive network of non-vehicular circulation throughout planning area. |
| | Points proposed in this section | 4.0 | |

| | | | |
|--|--|-------------|--|
| | Total points proposed plan wide | 12.5 | |
|--|--|-------------|--|

TABLE 3
Measure Fulfillment Strategy

Bicycle/Pedestrian/Transit Measures

- 1 Bike lockers and/or racks - Commercial uses within the project will install bicycle lockers and/or racks, which will provide employees with safe and convenient bicycle storage
- 6 Pedestrian Facilities - The design of the Florin Vineyard Gap project incorporates pathways and connections between land uses. Walkways adjacent to roads are wider than County standard 4' residential and 6' commercial walkways providing an enhanced pedestrian experience. (See Figures 4.2 – 4.7 for proposed walkway sizes)
- 7 Commercial Uses Proximate (1/4 Mile) to Planned Transit - Sacramento Regional Transit's 20-year vision plan currently provides bus service on three of the major streets that span the plan area.
- 8 Transportation Information Kiosk - The project will provide a Transportation Information display case or kiosk within commercial developments
- 10 High density or commercial uses proximate to transit – As illustrated on the land use plan (Figure 3) the higher density residential and commercial land uses are located closest to transit corridors and provide enhanced ridership opportunities.

Residential Development

- 26 Average residential density of 7 units per acre – The residential portions of the planning area provide an overall density of greater than 7 per acre. (Table 5)
- 27 Multiple and direct street routing – The plan area is made up of multiple North-South and East-West thoroughfare and arterial roadways. The proposed collector roadways, shown in the Green Streets/Parkway Plan (Figure 4.0), are intended to create parallel connections between the roadways to further enhance the grid pattern.

Mixed Use Development Measures

- 33 Elimination of Physical Barriers - The Florin Vineyard Community Plan will eliminate physical barriers that would impede bicycle or pedestrian circulation between residential and non-residential land uses. Berms and walls, where necessary, shall provide passages between uses such that noise mitigation can be achieved while allowing for interaction between differing land uses.

Other Measures

- 99 Community Plan Connectivity - The Florin Vineyard Gap proposes an extensive network of off-street pedestrian and bicycle facilities within the Florin Vineyard Gap Parkway and Landscape Plan. In addition to connections adjacent to and on roadways, this plan features trails, pathways and connections within greenbelts and open spaces that stretch the length and width of the community, interconnecting neighborhoods to one another as well as to convenient neighborhood commercial and employment opportunities.

TABLE 4
Recommended SMAQMD Guidance for Land Use Emission Reductions

Recommended SMAQMD Guidance for Land Use Emission Reductions

| # | Description | Development Type | | | Point Value | Comments |
|----|---|------------------|--------|---------|--------------------------------------|--|
| | | R=Res | C=Comm | M=Mixed | | |
| | Bicyclist/Pedestrian/Transit | | | | | |
| 1 | Non-residential projects provide bicycle lockers and/or racks | C | | | 0.5 | |
| 2 | Provide an additional 20 percent of required Class I and Class II bicycle parking facilities | C | | | 0.5 | |
| 3 | Non-residential projects provide personal showers and lockers | C | | | 0.5 | |
| 4 | Bicycle storage (Class I) at apartment complexes or condos without garages | R | | | 0.5 | |
| 5 | Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and provides a comparable bikeway connection to that existing facility | R, C, M | | | 1.0 | All facilities must be in place before 20% of the occupancy permits are granted or before 2005, whichever occurs first. |
| 6 | The project provides for pedestrian facilities and improvements such as overpasses and wider sidewalks | R, C, M | | | 1.0 | All facilities must be in place before 20% of the occupancy permits are granted or before 2005, whichever occurs first. |
| 7 | Bus service provides headways of 15 minutes or less for stops within 1/4 mile; project provides essential bus stop improvements (i.e., shelters, route information, benches, and lighting). | C | | | 1.0 | Maximum combined credit for measure #7 and #64 is 2.0 |
| 8 | Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents | R, C, M | | | 0.5 | |
| 9 | High density residential, mixed, or retail/commercial uses within 1/4 mile of existing transit, linking with activity centers and other planned infrastructure | R, C, M | | | 2.0 for light rail, 1.0 for bus only | Planned infrastructure must be in General Plan or Community Plan. Office uses considered under "Commercial Building Design" category. Maximum credit is 2.0 (light rail and bus points cannot be combined). |
| 10 | High density residential, mixed, or retail/commercial uses within 1/4 mile of planned transit, linking with activity centers and other planned infrastructure | R, C, M | | | 1.0 for light rail, 0.5 for bus only | Planned transit must be in MTP or RT Masterplan; planned infrastructure must be in General Plan or Community Plan. Office uses considered under "Commercial Building Design" category. Maximum credit is 1.0 (light rail and bus points cannot be combined). Cannot get points for both this measure and measure #9. |

TABLE 4 (continued)
Recommended SMAQMD Guidance for Land Use Emission Reductions

| # | Description | Development Type | | | Point Value | Comments |
|----|---|------------------|---------|---------|-------------|--|
| | | R=Res | C=Comm | M=Mixed | | |
| | Parking | | | | | |
| 11 | Employee and/or customer paid parking system (no validations) | | C | | 3.0 | Must be coordinated with TMA. |
| 12 | Provide minimum amount of parking required | | C, M | | 0.5 | |
| | Provide parking reduction: Office 25%, Medical office 8%, Commercial 5%, Industrial 10%, Additional 10-20% if located along transit station (special review of parking is required) | | | | | |
| 13 | Provide grass paving or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard paving by 10% or more | | C, M | | 2.5 | |
| 14 | Increase parking lot shading by 20% over code | | R, C, M | | 0.5 | |
| 15 | Provide electric vehicle charging facilities | | R, C, M | | 1.0 | Details of facilities' provision must be coordinated with City or County of Sacramento and SMAQMD. |
| 16 | Provide preferential parking for carpool/vanpools | | C | | 0.5 | |
| 17 | Covered carpool/vanpool spaces near the entrance to the building(s) | | C | | 0.5 | |
| 18 | Loading and unloading facilities for transit and carpool/vanpool users | | C | | 0.5 | |
| 19 | Project is located within one mile of a park and ride lot operated by a transportation agency | | R | | 0.5 | |
| 20 | Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances | | C | | 0.5 | |

TABLE 4 (continued)
 Recommended SMAQMD Guidance for Land Use Emission Reductions

| # | Description | Development Type | | | Point Value | Comments |
|-----------------------------------|---|------------------|--------|---------|--------------------------------------|--|
| | | R=Res | C=Comm | M=Mixed | | |
| Commercial Building Design | | | | | | |
| 22 | Office FAR is 0.75 or greater within 1/4 mile of a planned transit stop | C, M | | | 1.5 for light rail, 0.8 for bus only | Planned transit must be in MTP or RT Masterplan. Cannot get points for both this measure and the below measure. |
| 23 | Office FAR is 0.75 or greater within 1/4 mile of an existing transit stop | C, M | | | 2.5 for light rail, 1.5 for bus only | |
| 24 | Setback distance is minimized between development and existing transit, bicycle, or pedestrian corridor | C, M | | | 1.0 | |
| 25 | Setback distance is minimized between development and planned transit, bicycle, or pedestrian corridor | C, M | | | 0.5 | Planned transit, bicycle or pedestrian corridor must be in MTP, RT Masterplan, General Plan, or Community Plan. Cannot get points for both this measure and the above measure. |
| Residential Development | | | | | | |
| 26 | Average residential density 7 d u. per acre or greater | R | | | 1.5, 3.0, 4.5 | 1.5 points for 7-14 du/acre, 3.0 points for 15-29 du/acre, 4.5 points for 30+ du/acre |
| 27 | Multiple and direct street routing (grid style) Granny Flats - Have ancillary "granny units" (requires Special Development Permit but no Accessory Structure Use Permit) | R, C, M | | | 2.5 | Full credit for internal connectivity factor (CF) >= 0.70, and average 1/4 mile or less between external connections. [CF = # of intersections / (# of cul-de-sacs + intersections)] |
| 28 | | R | | | 1.0 | |

TABLE 4 (continued)
Recommended SMAQMD Guidance for Land Use Emission Reductions

Recommended SMAQMD Guidance for Land Use Emission Reductions

| # | Description | Development Type R=Res C=Comm M=Mixed | Point Value | Comments |
|-----------------------------|--|--|-------------|--|
| Mixed Use | | | | |
| | Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site. A "single site" may include contiguous properties. | | | |
| 29 | Mixed use - Have at least 3 of the following on site and/or within 1/4 mile: Residential Development, Retail Development, Personal Services, Open Space, Office | M | 3.0 | Cannot get points for both this measure and any "Convenience Services" measures. Also mutually exclusive with #30. |
| 30 | Office | R, C, M | 1.0 | Cannot get points for both this measure and any "Convenience Services" measures. Also mutually exclusive with #29. |
| 31 | Neighborhood serving as focal point with parks, school and civic uses within 1/4 mile | R, M | 0.5 | |
| 32 | Separate, safe, and convenient bicycle and pedestrian paths connecting residential, commercial, and office uses | R, C, M | 2.0 | |
| 33 | The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede-bicycle or pedestrian circulation | C, M | 1.0 | |
| Convenience Services | | | | |
| 34 | Day care facilities are provided on site | R, C, M | 1.0 | |
| 35 | Restaurant or cafeteria on site or within 1/4 mile of site | R, C, M | 0.2 | |
| 36 | Bank or ATM on site or within 1/4 mile of site | R, C, M | 0.2 | |
| 37 | Dry cleaners on site or within 1/4 mile of site | R, C, M | 0.2 | |
| 38 | Post office on site or within 1/4 mile of site | R, C, M | 0.2 | |
| 39 | Entertainment (movie/video) on site or within 1/4 mile of site | R, C, M | 0.2 | |
| 40 | Recreation facility/fitness center on site or within 1/4 mile of site | R, C, M | 0.2 | |

TABLE 4 (continued)
Recommended SMAQMD Guidance for Land Use Emission Reductions

Recommended SMAQMD Guidance for Land Use Emission Reductions

| # | Description | Development Type R=Res C=Comm M=Mixed | Point Value | Comments |
|------------------------------------|--|--|-------------|---|
| Building Component Measures | | | | |
| 41 | Install lowest emitting commercially available fireplace | R | 1.0 | |
| 42 | Install lowest emitting commercially available furnace | R, C, M | 0.5 | |
| 43 | Install ozone destruction catalyst on air conditioning systems, in consultation with SMAQMD | R, C, M | 2.5 | |
| 44 | Install Energy Star labeled roof materials | C | 0.5 | |
| 45 | Provide fiber optic wiring and connections | R, C, M | 0.5 | |
| 46 | Provide T-1 wiring and connections | R, C, M | 0.5 | |
| 47 | Install roof photovoltaic energy systems | R | 0.5 | 2.5 if offered as a standard feature on all homes |
| 48 | Comply with SMUD Advantage Plus (Tier II) energy standards | R | 0.5 | |
| 49 | Comply with Energy Star Home energy standards | R | 1.0 | Cannot get points for both this measure and the above measure. |
| 50 | Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of N/S), and include shading masterplan | R | 0.5 | Moved from Commercial Building Design and Residential Development sections. |

TABLE 4 (continued)
Recommended SMAQMD Guidance for Land Use Emission Reductions

Recommended SMAQMD Guidance for Land Use Emission Reductions

| # | Description | Development Type R=Res C=Comm M=Mixed | Point Value | Comments |
|-------------------------------|---|--|-------------|---|
| | | | | |
| TDM and Misc. Measures | | | | |
| | Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism. | R, C, M | 2.5 | |
| 51 | Carpool Matching Assistance | C | 0.2 | Must be coordinated with TMA. |
| 52 | Provide financial incentives to carpools for vehicle tune-up or maintenance | R, C, M | 0.2 | Must be coordinated with TMA. |
| 53 | Provide Flextime for non-SOV commuters | C | 0.2 | Must be coordinated with TMA. |
| 54 | Provide Guaranteed Ride Home | C | 0.2 | Must be coordinated with TMA. |
| 55 | Implement compressed work week schedules | C | 0.2 | Must be coordinated with TMA. |
| 56 | Provide on-site Transportation Coordinator | R, C, M | 0.2 | Must be coordinated with TMA. |
| 57 | Contract only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board certification standards, or standards adopted no more than three years prior to date of use. | C | 2.0 | |
| 58 | Make physical development consistent with requirements for neighborhood electric vehicles | R | 1.5 | |
| 59 | Install videoconferencing system | C, M | 0.5 | |
| 60 | Promote teleworking and implement an employee telework policy | C, M | 1.0 | |
| 61 | Provide free-access telework terminals in multi-family projects | R | 1.0 | At least one terminal per 100 apartments |
| 62 | Implement Clean Air Business Practices such as using low-emission delivery vehicles, contract with alternative-fuel waste hauling companies, etc., in consultation with SMAQMD | C | tbd | |
| 63 | Provide electric shuttle to transit stops | R, C, M | 2.0 | Maximum combined credit for measure #7 and #64 is 2.0 |
| 64 | Provide a complimentary cordless electric lawnmower to each residential buyer | R | 2.0 | |
| 65 | Provide an opportunity to receive either a complimentary bicycle or electric bicycle retrofit kit to each residential buyer | R | 0.5 | |
| 66 | Transit pass subsidy and/or commute alternative allowance | C | 1.5 | Point value based on 100% subsidy. |
| 67 | | | | |

TABLE 4 (continued)
 Recommended SMAQMD Guidance for Land Use Emission Reductions

| Recommended SMAQMD Guidance for Land Use Emission Reductions | | | | |
|--|---|--|-------------|----------|
| # | Description | Development Type R=Res C=Comm M=Mixed | Point Value | Comments |
| | Innovative Strategies | | | |
| | Other proposed strategies, in consultation with City or County of Sacramento and SMAQMD | R, C, M | tbd | |
| 99 | | | | |

TABLE 5
 Planning Application as of 7/27/06

| DU | Net Acres | Project Name |
|-------------|--------------|--------------------------------|
| 541 | 63.3 | Gardner Park |
| 33 | 4.4 | Phan Court |
| 21 | 4.1 | Sikich Acres |
| 66 | 7.8 | Lelani Village |
| 391 | 58.5 | Gerber Creek |
| 50 | 10.0 | Gardner Country Estates |
| 342 | 40.7 | Legends |
| 728 | 82.9 | Villages @ Elder Creek Estates |
| 167 | 31.7 | Hedgerow |
| 852 | 102.6 | Florin Vineyards |
| 98 | 16.8 | Porter |
| 99 | 20.4 | Dakuzaku |
| 37 | 7.3 | Lawson |
| 47 | 8.8 | Portico Acres |
| 41 | 13.1 | Kumar/Gacnaki |
| 306 | 57.1 | Vintage Creek #1 |
| 84 | 13.6 | Vintage Creek #2 |
| 26 | 4.9 | Vintage Creek #3 |
| 293 | 46.4 | Caselman |
| 93 | 17.9 | Tovera-Elk Trail |
| 98 | 14.2 | Vintage Ranch |
| 1705 | 244.7 | Roemer Ranch |
| 504 | 73.8 | Stonehedge |
| 6622 | 945.0 | 7.01 du/Acre |

FIGURE 1
Planning area Boundary Map

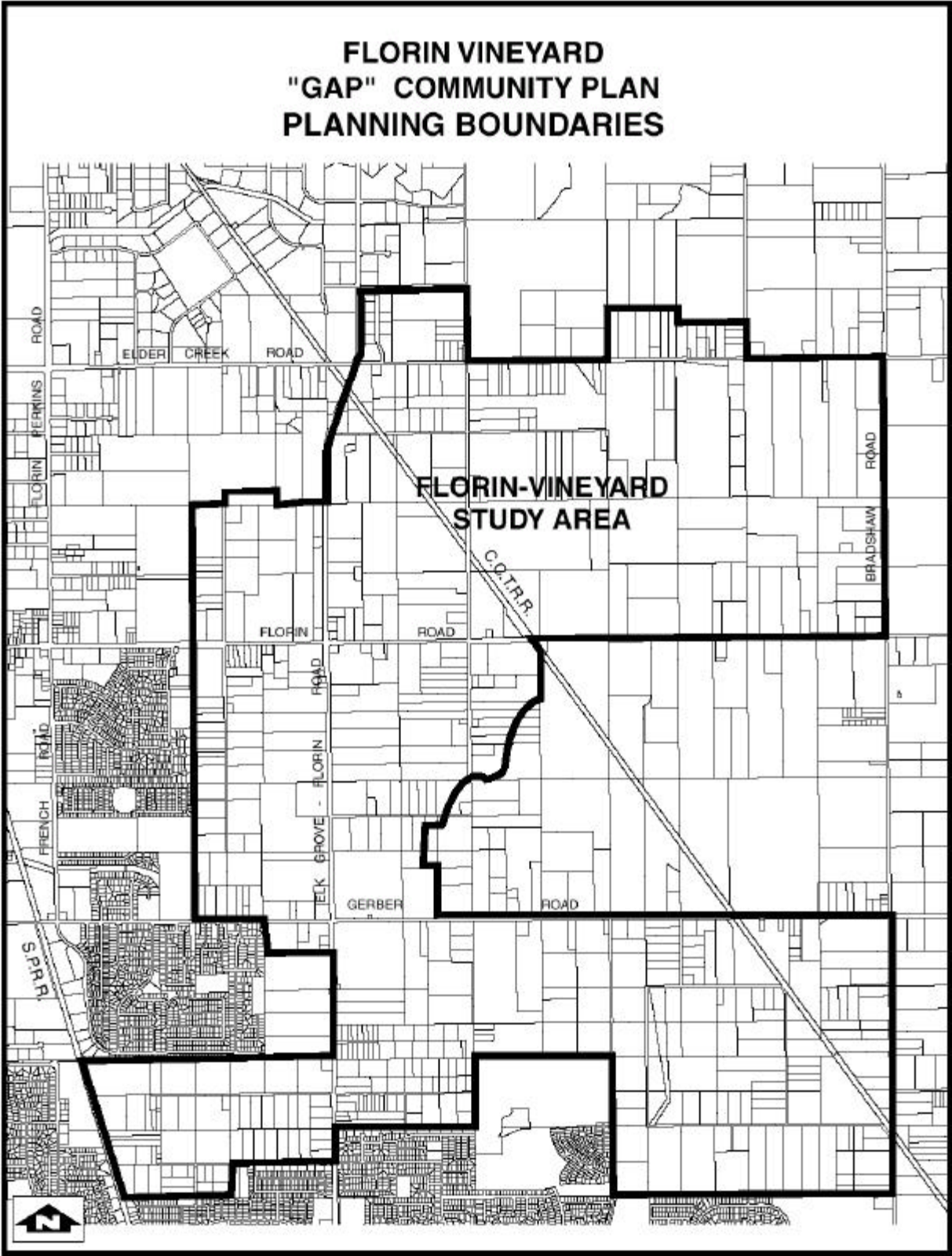


FIGURE 2
Planning Area Location Map

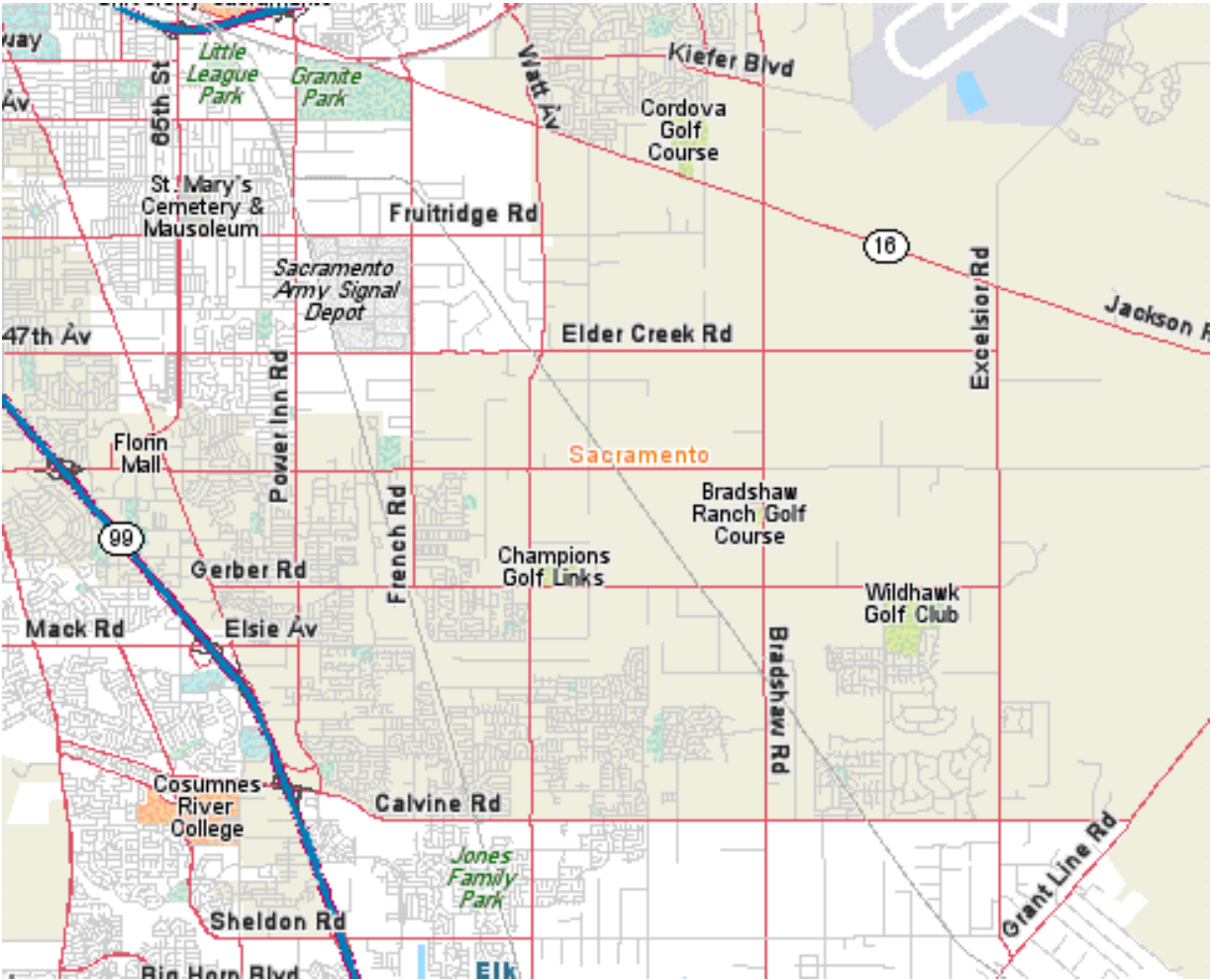
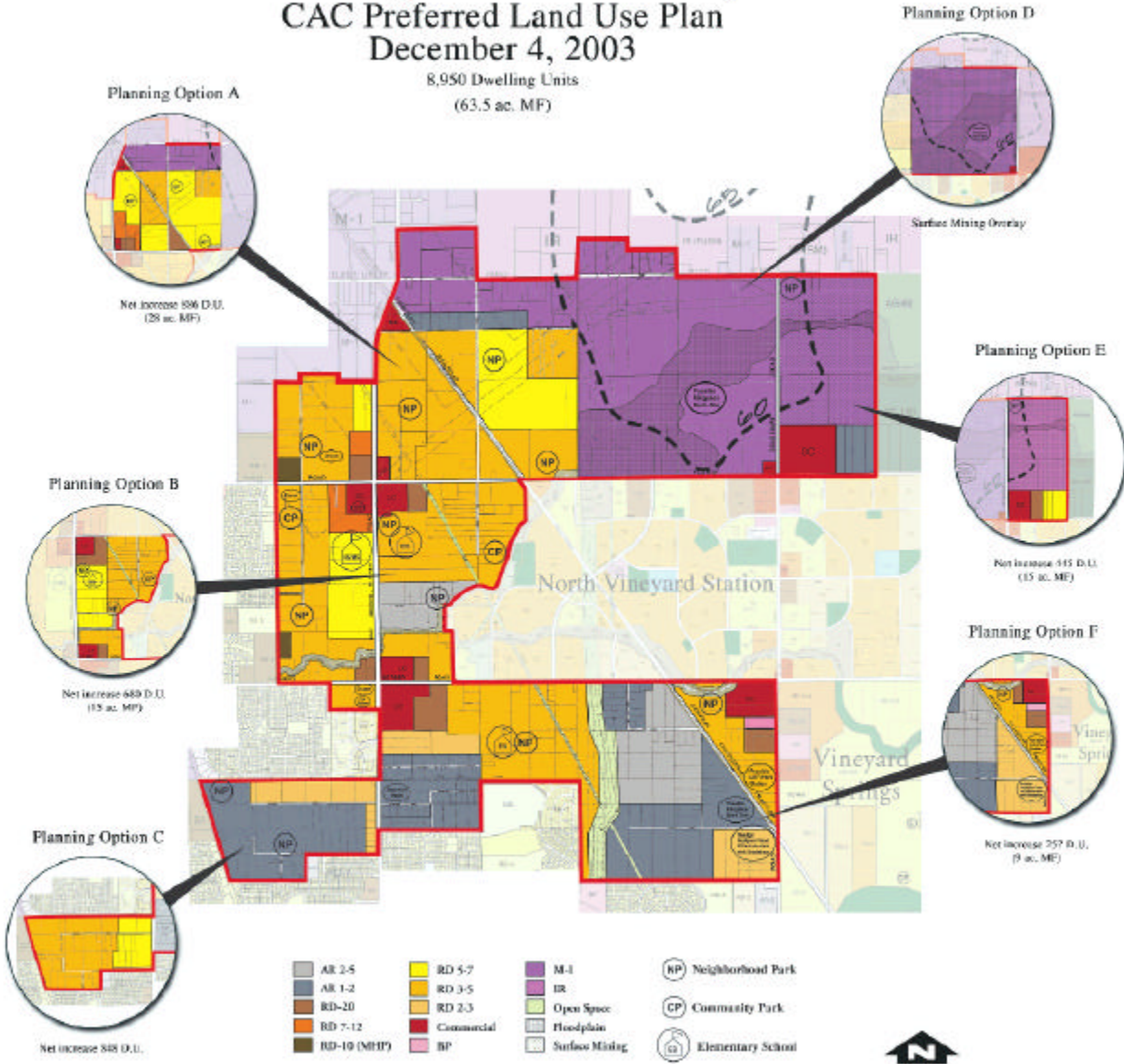


FIGURE 3
CAC PLAN WITH PLANNING DEPARTMENT ALTERNATIVES

Florin-Vineyard Community Plan

CAC Preferred Land Use Plan
December 4, 2003

8,950 Dwelling Units
(63.5 ac. MF)



Planning Option A

Net increase 996 D.U.
(28 ac. MF)

Planning Option B

Net increase 689 D.U.
(15 ac. MF)

Planning Option C

Net increase 848 D.U.

Planning Option D

Surface Mining Overlay

Planning Option E

Net increase 515 D.U.
(15 ac. MF)

Planning Option F

Net increase 257 D.U.
(9 ac. MF)

- | | | | |
|-------------|------------|----------------|----------------------|
| AR 2-5 | RD 5-7 | M-1 | NP Neighborhood Park |
| AR 1-2 | RD 3-5 | IR | CP Community Park |
| RD-20 | RD 2-3 | Open Space | ES Elementary School |
| RD 7-12 | Commercial | Floodplain | |
| RD-10 (MHP) | BP | Surface Mining | |

Prepared by the Sacramento County Planning and Community Development Department | 12/04/03, 8/0

FIGURE 4.0
Green Streets/Parkway Plan

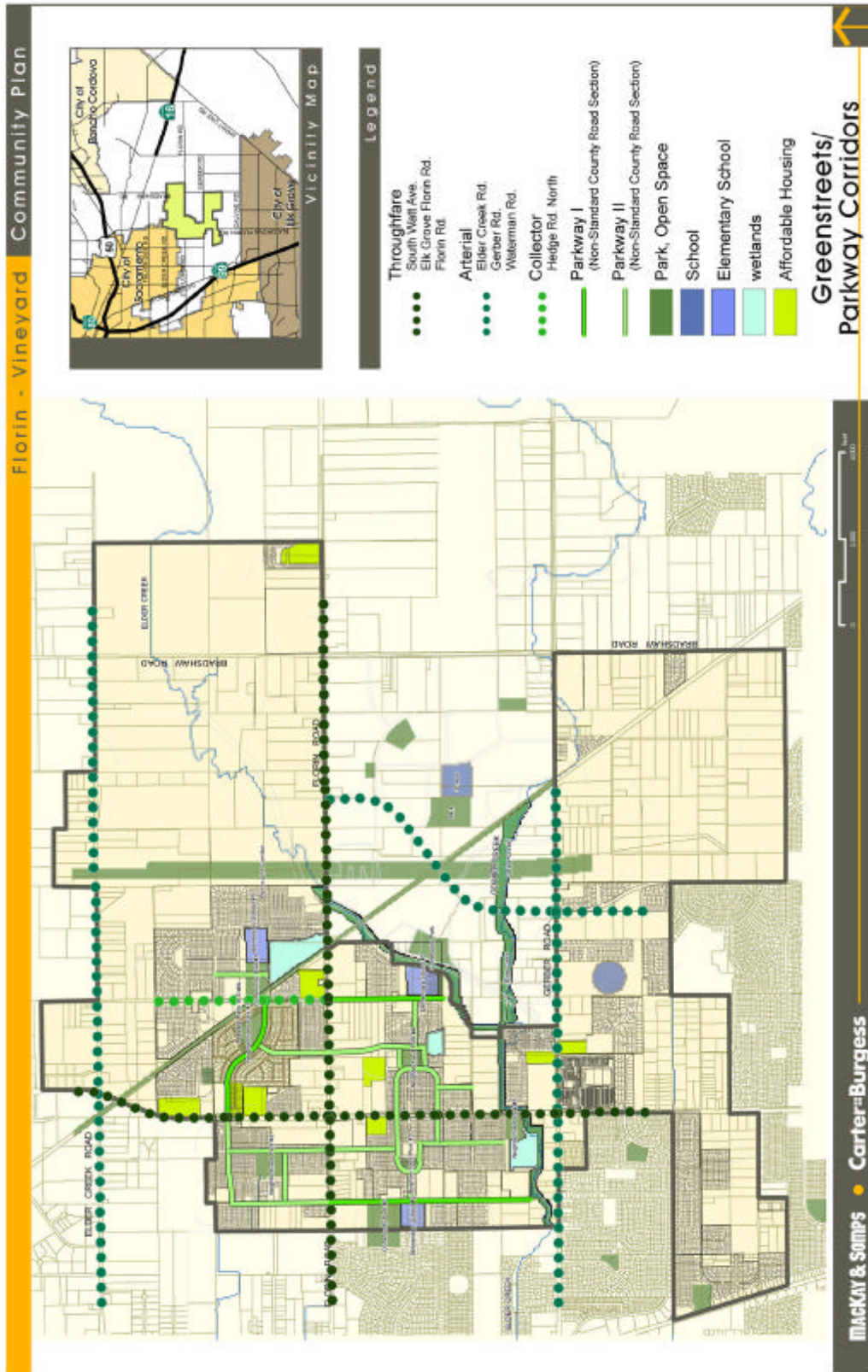


FIGURE 4.1
Bikeway Plan

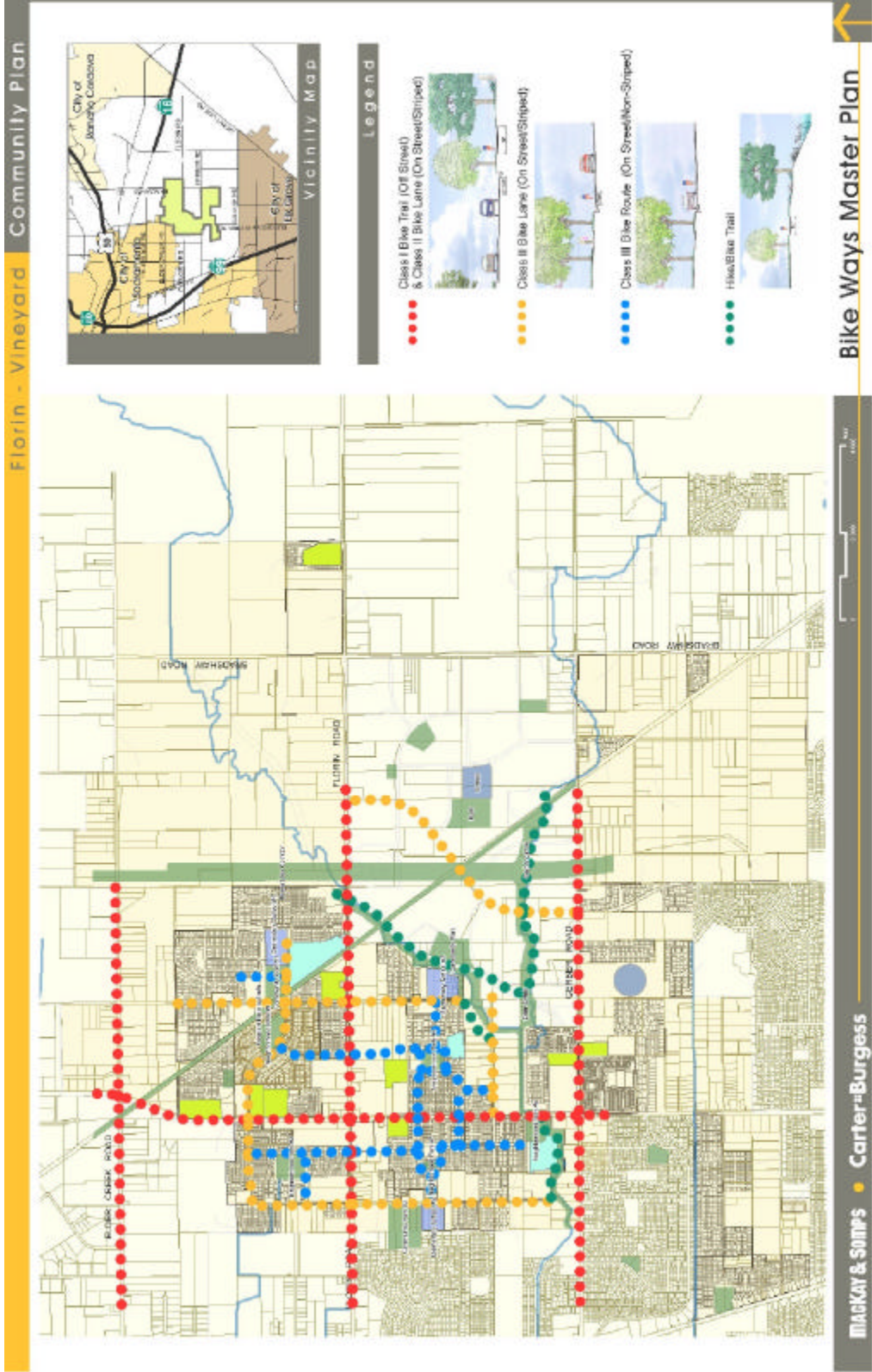
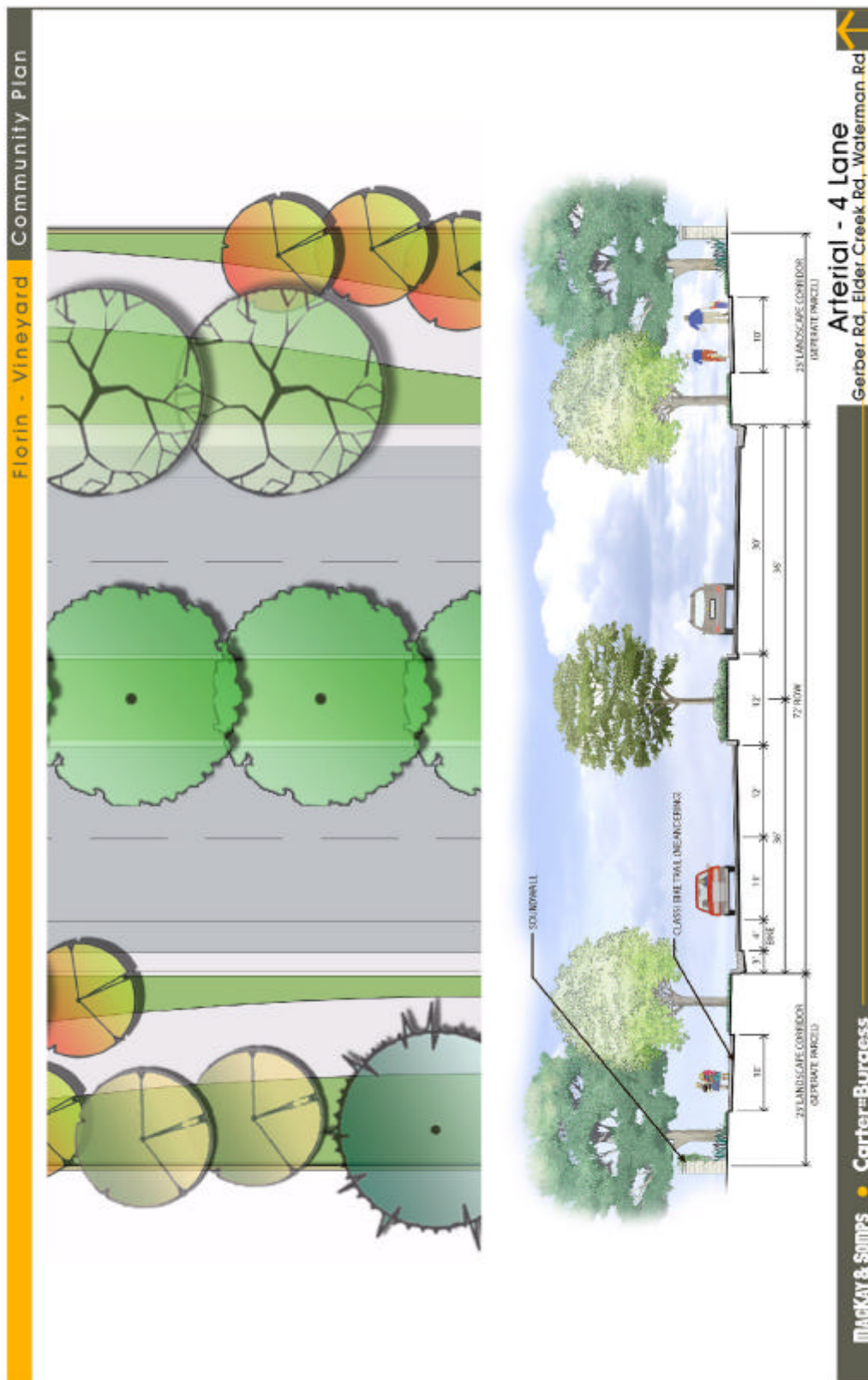


FIGURE 4.2
Thoroughfare Cross Section



FIGURE 4.3
Arterial Cross Section



Arterial - 4 Lane
Gerber Rd., Elder Creek Rd., Waterman Rd.

MACKAY & SOMPS • Carter=Burgess

FIGURE 4.4
Collector Cross Section

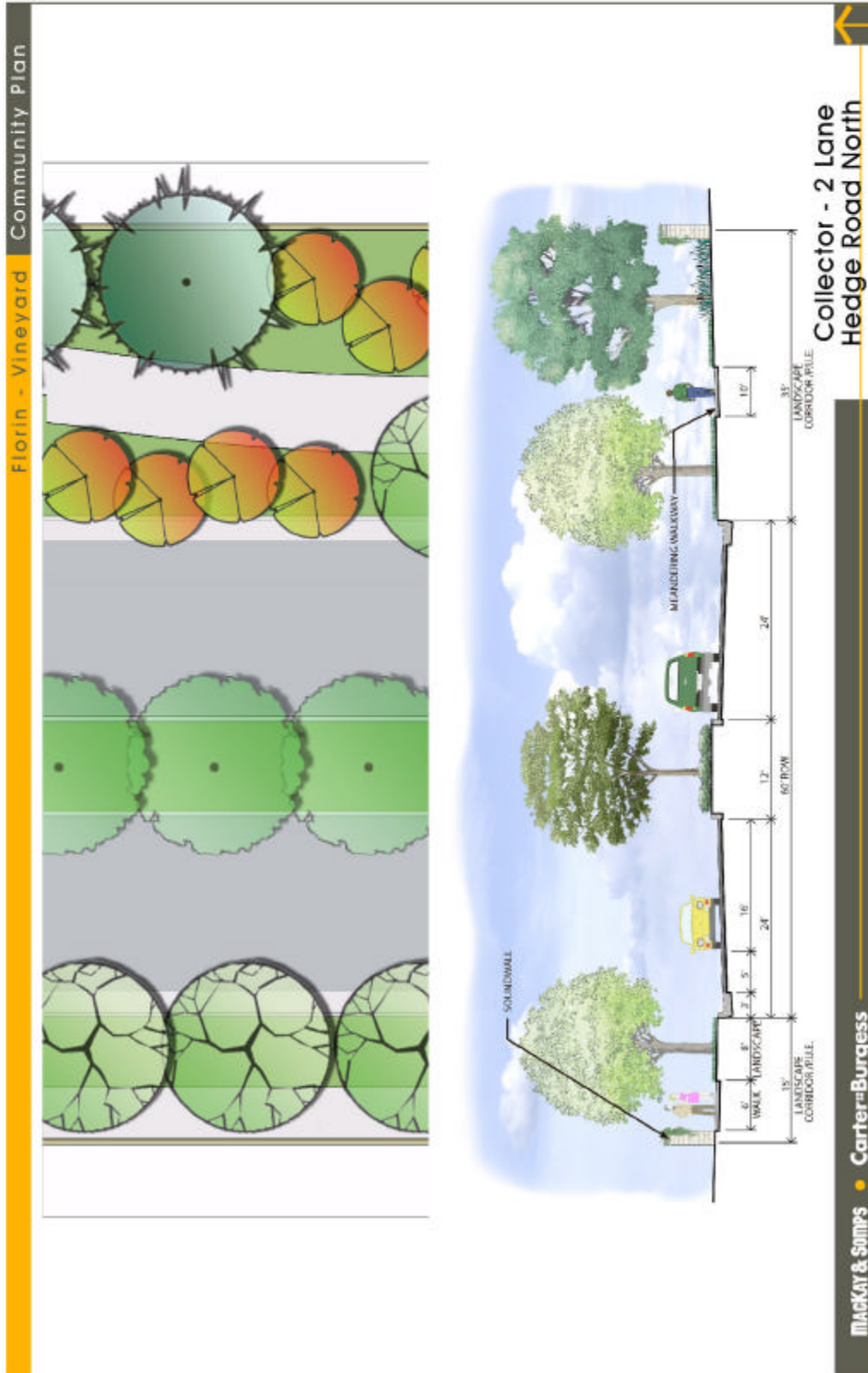


FIGURE 4.5
Parkway III w/Class III Bike Route Cross Section

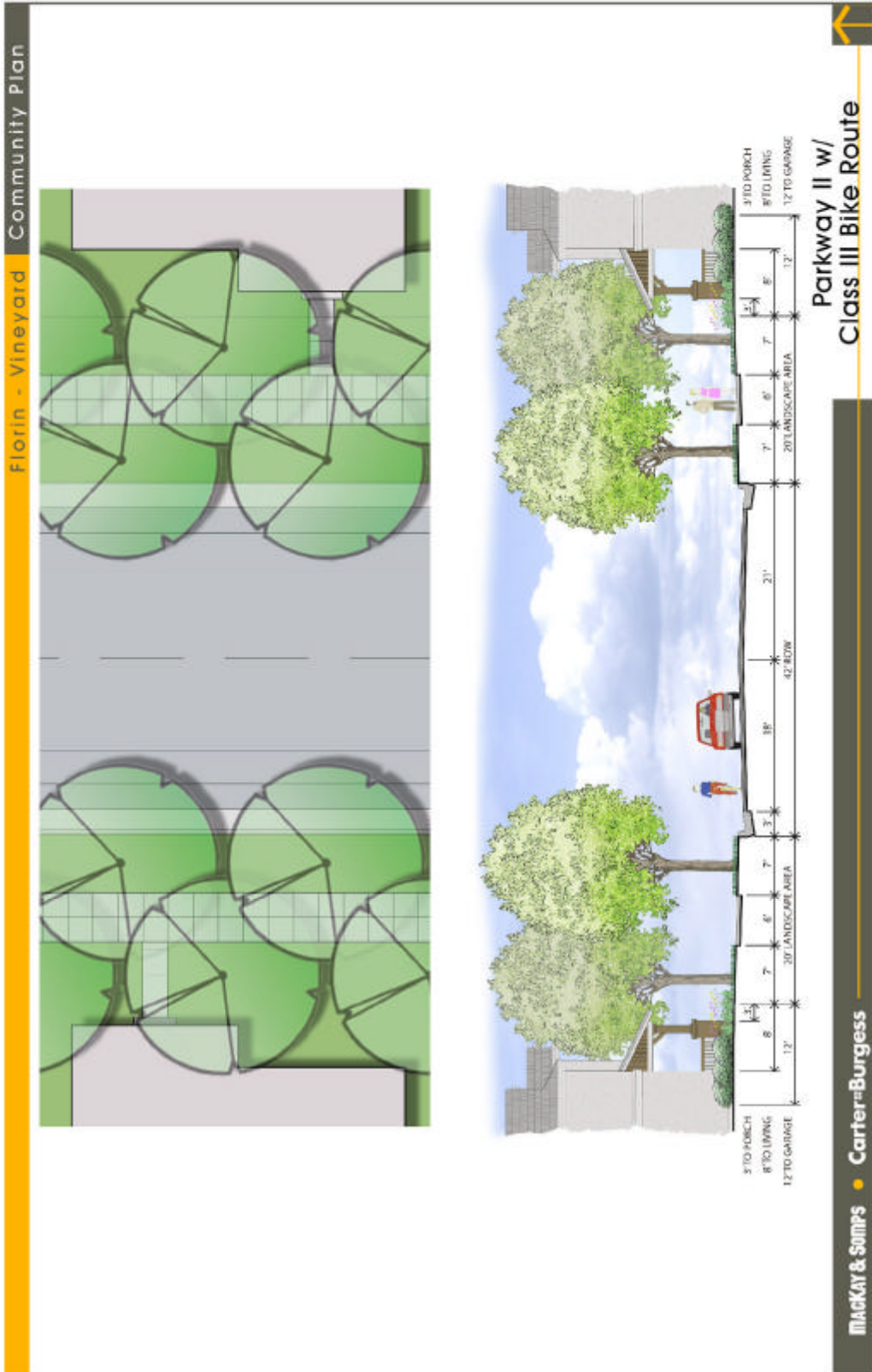


FIGURE 4.6
Parkway I w/Class II Bike Lane Cross Section

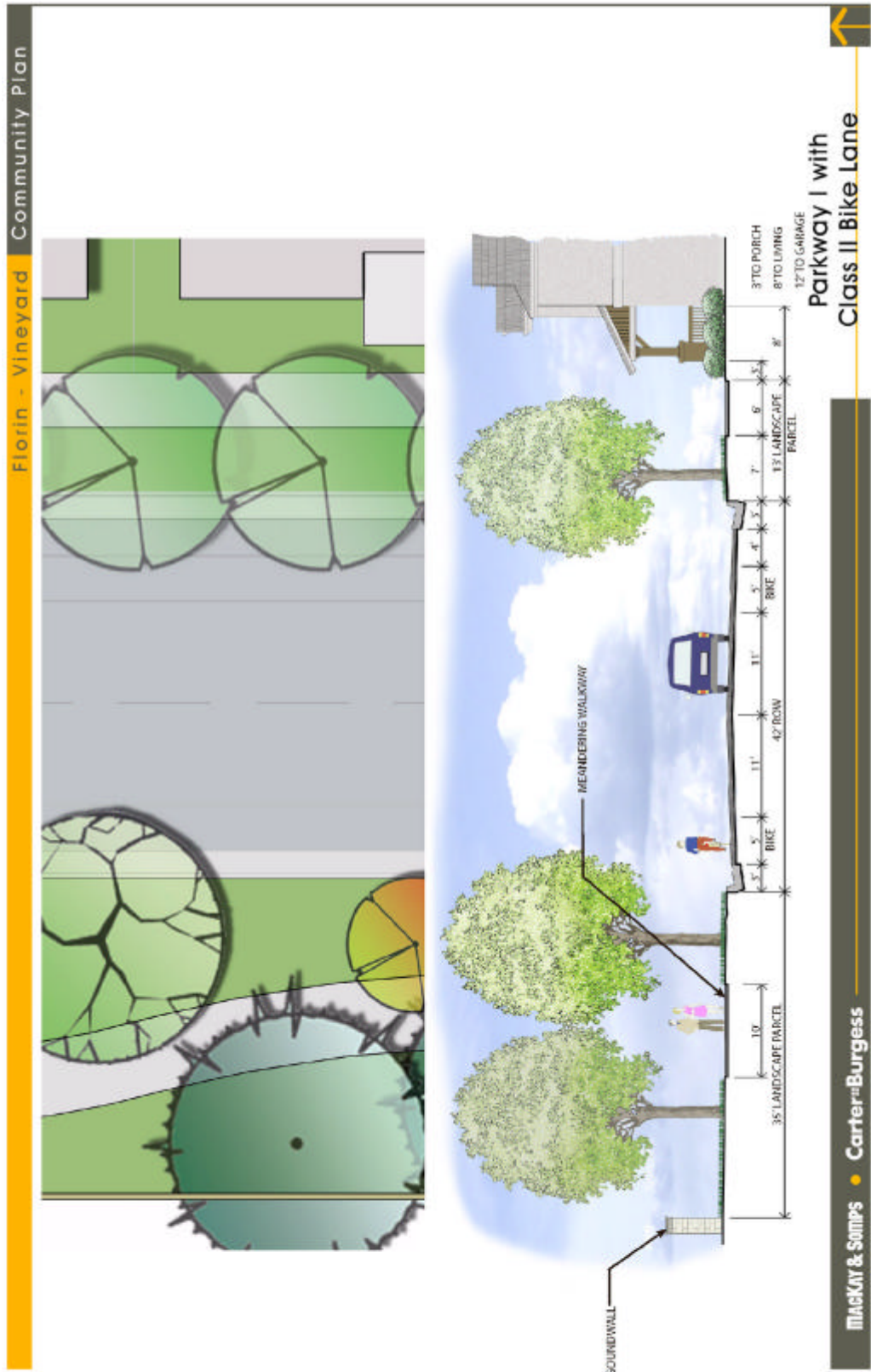
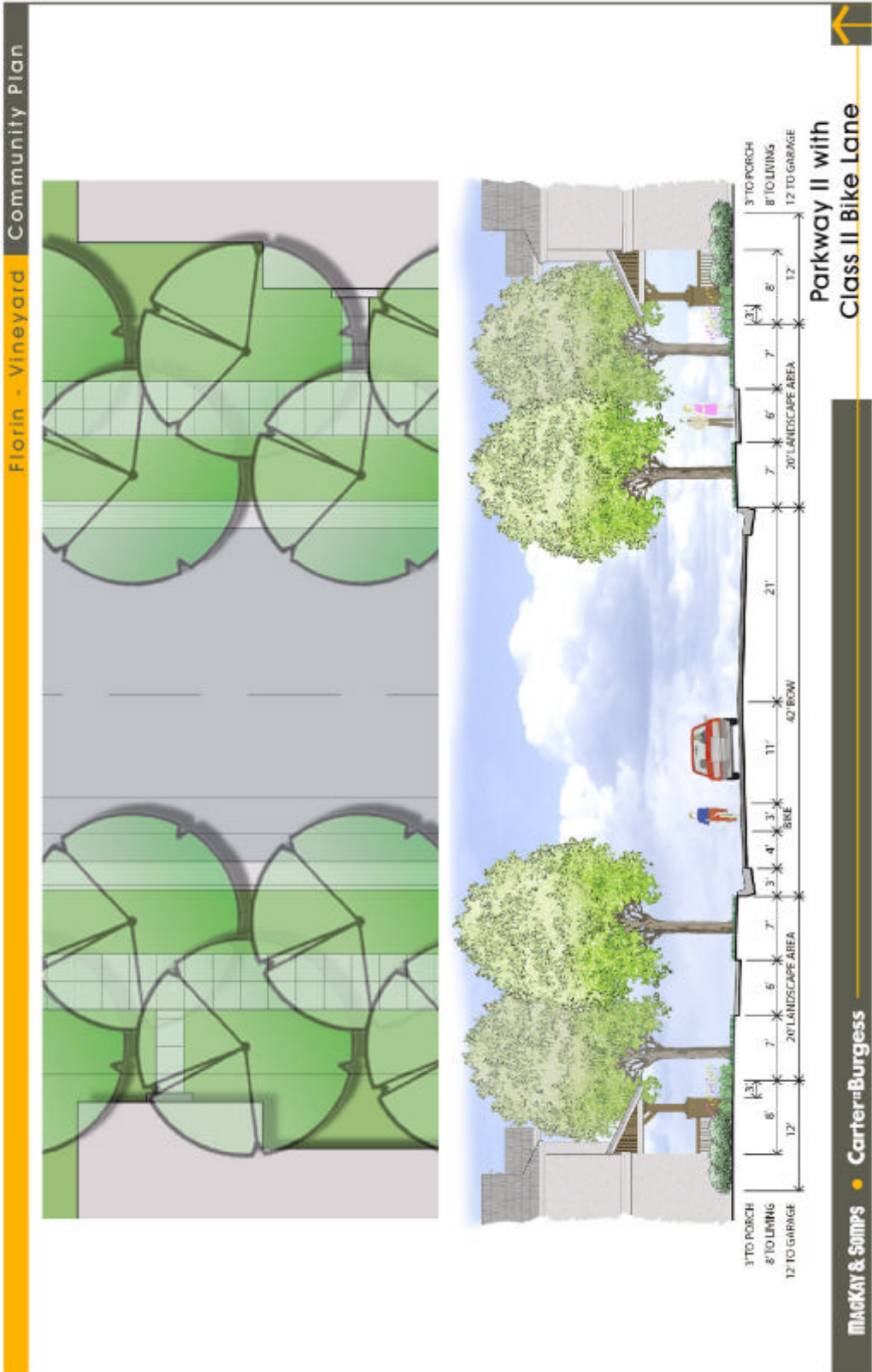


FIGURE 4.7
 Parkway II w/Class II Bike Lane Cross Section



APPENDIX C

APPROVED COUNTY RESOLUTION

**COUNTY OF SACRAMENTO
INTER-OFFICE CORRESPONDENCE**

December 27, 2010

TO: PLANNING AND COMMUNITY DEVELOPMENT

FROM: CYNDI LEE, Clerk
Cyndi Lee
Board of Supervisors

SUBJECT: **2004-GPB-CPB-0096** - (SOUTH SACRAMENTO-
VINEYARD/STEVENS/SINGH)

**GENERAL PLAN AMENDMENT, COMMUNITY PLAN AMENDMENT
AND PUBLIC FACILITIES FINANCING PLAN**

FLORIN VINEYARD PROPERTY OWNERS GROUP - Attorney: Brewer Lofgrens - Engineer: MacKay and Somps - Located on approximately 3,766 acres in both the South Sacramento and Vineyard Community Planning areas. Project boundaries are south of Elder Creek Road and the Sacramento City limits; west of Bradshaw Road, excluding the North Vineyard Station Specific Plan area; north of Vintage Park Drive, and the developed neighborhoods of Churchill Downs and Vintage Park; and east of the Union Pacific Railroad tracks, and those developed neighborhoods of Tiogawoods, Florin Town, and Sunrise Florin. (Nottoli)

The Board of Supervisors, meeting in regular session on December 15, 2010, took the following actions on the above-referenced matter:

GENERAL PLAN AMENDMENT

Approved a General Plan Amendment, based on the County Planning Commission's recommended land use plan with modifications provided per Board direction, by Resolution No. **2010-1002**, for the FVGCP area to relocate the Urban Policy Area (UPA) boundary and to amend the land use designations as identified by the Existing and Proposed General Plan Lane Use diagrams, for properties within the FVGCP project area.

COMMUNITY PLAN AMENDMENT

Approved a Community Plan Amendment amending the Vineyard and South Sacramento Community Plans by Resolution No. **2010-1003**, based upon the County Planning Commission's recommended land use plan with modifications provided per Board direction.

Approved a Community Plan Amendment establishing the Florin Vineyard Gap Community Plan by Resolution No. **2010-1004**, based upon the County Planning Commission's recommended land use plan with modifications provided per Board direction.

PUBLIC FACILITIES FINANCING PLAN

Approved a Public Facilities Financing Plan for the Florin-Vineyard Gap Community Plan project area, which: a) Identifies public facilities and infrastructure improvements required to support the proposed land uses; b) Defines proposed methods for financing required public facilities and infrastructure; and c) Provides a description of infrastructure phasing.

The Board adopted the Mitigation Monitoring and Reporting Program.

The complete file and copies of all documents are attached.

CL:am

Attachments: Resolution No. 2010-1002
Resolution No. 2010-1003
Resolution No. 2010-1004

cc: In house

RESOLUTION NO. 2010-1002

**RESOLUTION OF THE BOARD OF SUPERVISORS, OF THE COUNTY OF
SACRAMENTO, STATE OF CALIFORNIA
AMENDING THE SACRAMENTO COUNTY GENERAL PLAN**

WHEREAS, the County Planning Commission, after proper notice, conducted public hearings and made recommendations to the Board of Supervisors relating to amendments 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;

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

Exhibit "A" amends the General Plan Land Use Element's Urban Policy Area to include the entire Florin Vineyard Gap Community Plan area (3,766± acres) within the Urban Policy Area and further amends the General Plan Land Use Diagram to change the land use designation for approximately 3,766± acres from Urban Development Area, Low Density Residential, Industrial Intensive, Recreation, General Agriculture, and Agricultural-Urban Reserve to Agricultural-Residential, Low Density Residential, Medium Density Residential, Commercial and Offices, Industrial Extensive, Industrial Intensive, and Recreation.

BE IT FURTHER RESOLVED that Exhibit "A" is hereby incorporated into and made a part of this resolution amending the General Plan of Sacramento County.

On a motion by Supervisor Nottoli, Seconded by Supervisor Serna, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this 15th day of December, 2010, by the following vote, to wit:

AYES: Supervisors: Nottoli, Peters, Serna, Yee, MacGlashan
NOES: Supervisors: None
ABSENT: Supervisors: None
ABSTAIN: Supervisors: None



Roberta MacGlashan

CHAIRMAN OF THE BOARD OF SUPERVISORS
OF SACRAMENTO COUNTY, CALIFORNIA

ATTEST: *Cyndee Lee*
CLERK OF THE
BOARD OF SUPERVISORS

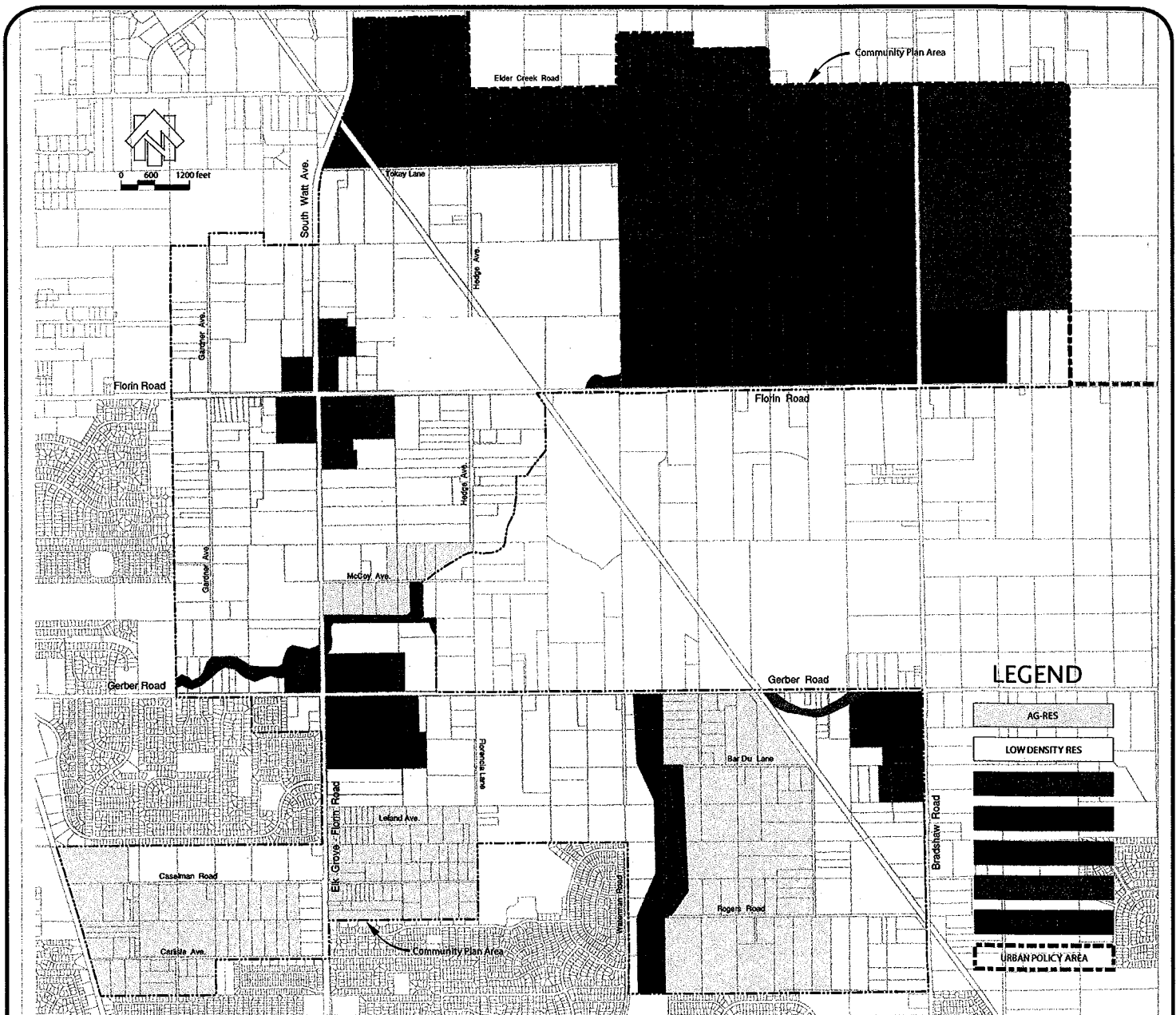
In accordance with Section 26463 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

DEC 15 2010
Alyson Mayhew
Deputy Clerk, Board of Supervisors

FILED

DEC 15 2010

BOARD OF SUPERVISORS
BY *Cyndee Lee*
CLERK OF THE BOARD



LEGEND

- AG-RES
- LOW DENSITY RES
- Community Plan Area
- URBAN POLICY AREA

SCHOOLS:
 Based on the range of development capacities of the Florin Vineyard Community Plan, up to five elementary school sites will be required to meet the future educational demands of the project area. An elementary school shall be located in each of the four sub-areas shown in figure 7.3, School Plan Exhibit, of the Florin Vineyard Community Plan text. An additional high school/middle school site shall be located within the plan area. Each site shall meet with school siting criteria and is subject to approval by the Elk Grove Unified School District.

FLORIN-VINEYARD COMMUNITY PLAN

December 15, 2010
 County of Sacramento, California

Scale: 1"=600'



2/15/11 11:00 AM C:\Users\james\Documents\2010\2010-12-15\2010-12-15-01.dwg 1/16 11/15/11 11:00 AM

RESOLUTION NO. 2010-1003

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA,
AMENDING THE FLORIN VINEYARD GAP PORTION
OF THE VINEYARD AND SOUTH SACRAMENTO COMMUNITY PLANS**

WHEREAS, the County of Sacramento has adopted the Vineyard and South Sacramento Community Plans for the purpose of guiding the County of Sacramento, relative to the development of said communities; and

WHEREAS, public hearings on the Florin Vineyard Gap and Community Plan project, including several private entitlement applications, were conducted before the County Planning Commission on March 22, April 12, April 26, May 24, June 28, August 9 and August 23, 2010; and

WHEREAS the County Planning Commission, on August 23, 2010, forwarded its recommendation to this Board; and

WHEREAS, public hearings on the Florin Vineyard Gap Community Plan project, were initiated before the County Board of Supervisors on October 27, 2010 and additional hearings were conducted on November 10, November 30; December 8, and December 15, 2010; and

WHEREAS, during the December 15, 2010 hearing, the Board of Supervisors took action to amend the South Sacramento and Vineyard Community Plans and to incorporate the appropriate designations for the Florin Vineyard Gap Community Plan area; and

NOW, THEREFORE, BE IT RESOLVED that the Vineyard and South Sacramento Community Plan is amended as shown as on Exhibit "A" attached hereto; and

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors and the Secretary of the County Planning Commission are directed to endorse said Community Plan to show that such plan has been amended, and that such amendment has been approved by the Board of Supervisors.

On a motion by Supervisor Nottoli, Seconded by Supervisor Serna, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this 15th day of December, 2010, by the following vote, to wit:

AYES: Supervisors: Nottoli, Peters, Serna, Yee, MacGlashan

NOES: Supervisors: None

ABSENT: Supervisors: None

ABSTAIN: Supervisors: None

Roberta MacGlashan

CHAIRMAN OF THE BOARD OF SUPERVISORS
OF SACRAMENTO COUNTY, CALIFORNIA



Cyndi Lee

CLERK OF THE

BOARD OF SUPERVISORS

In accordance with Section 26100 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

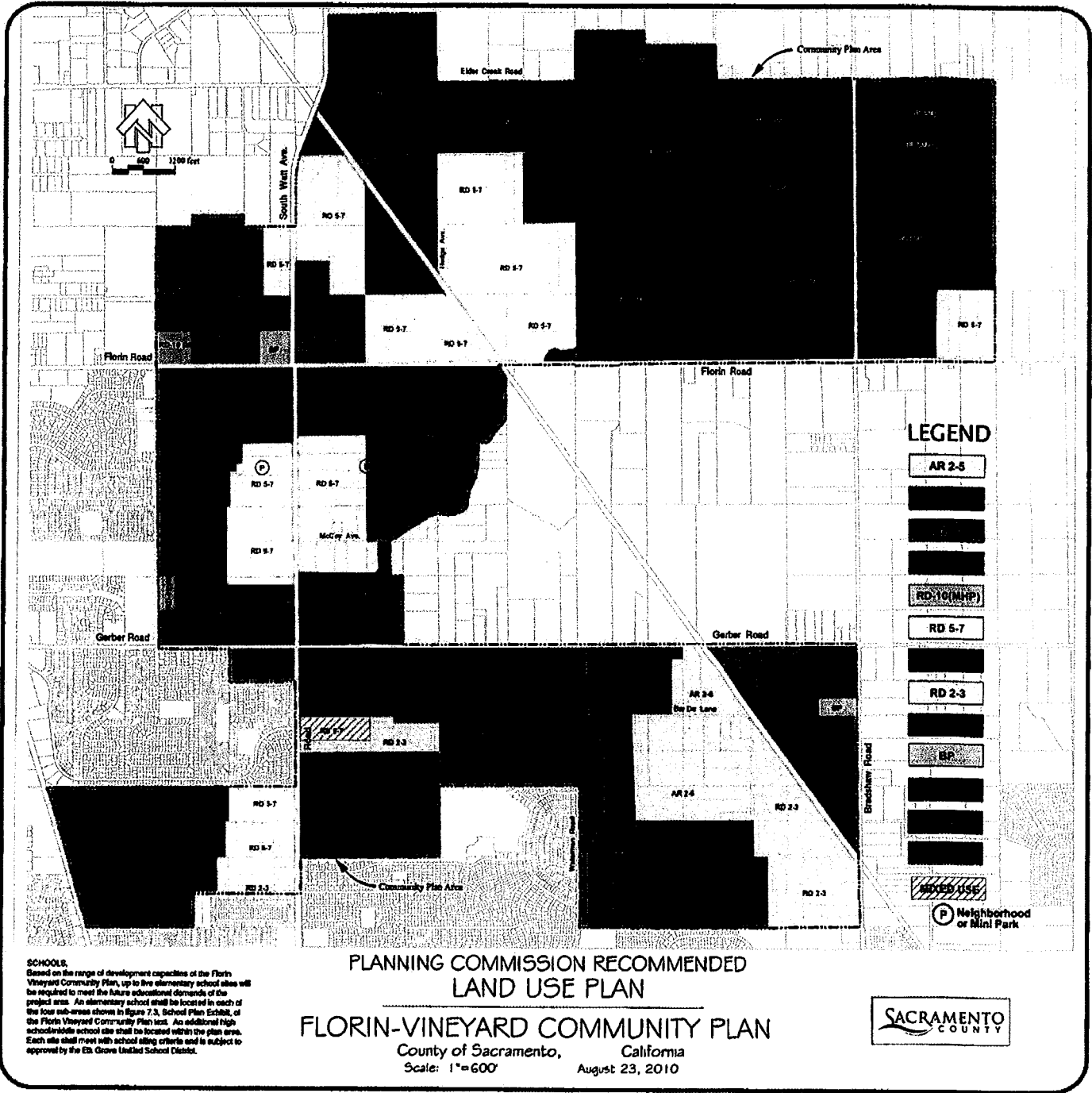
DEC 15 2010

Allyson Mundy
CLERK OF THE BOARD

FILED

DEC 15 2010

BOARD OF SUPERVISORS
BY *Cyndi Lee*
CLERK OF THE BOARD



SCHOOLS:
 Based on the range of development capacities of the Florin Vineyard Community Plan, up to five elementary school sites will be required to meet the future educational demands of the project area. An elementary school shall be located in each of the four sub-areas shown in Figure 7.3, School Plan Exhibit, of the Florin Vineyard Community Plan text. An additional high school/middle school site shall be located within the plan area. Each site shall meet with school siting criteria and is subject to approval by the Elk Grove Unified School District.

**PLANNING COMMISSION RECOMMENDED
 LAND USE PLAN**
FLORIN-VINEYARD COMMUNITY PLAN
 County of Sacramento, California
 Scale: 1"=600' August 23, 2010



SACRAMENTO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
 1515 K STREET, SACRAMENTO, CALIFORNIA 95811
 TEL: 916.499.4000 FAX: 916.499.4001
 WWW.SACRAMENTO.CA.GOV

RESOLUTION NO. 2010-1004

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SACRAMENTO, STATE OF CALIFORNIA,
ADOPTING THE FLORIN VINEYARD GAP COMMUNITY PLAN**

WHEREAS, the Board of Supervisors initiated a community planning process for the portion of the County known as the Florin Vineyard Gap area by Resolution 2000-1312; and

WHEREAS, the preparation of a community plan for the Florin Vineyard Gap area provides a comprehensive planning process that serves to implement the County General Plan; and

WHEREAS, the Board of Supervisors, after proper notice, conducted public hearings relating to the proposed land use amendment to the Florin Vineyard Gap portion of the Vineyard and South Sacramento Community Plan, designating the area for a variety of uses; and

WHEREAS, the Board of Supervisors also considered goals and policies that provide direction for the planning of appropriate land use categories and densities, infrastructure requirements and mechanisms for the financing of the required facilities; and

WHEREAS, the Board of Supervisors heard testimony from Planning staff, area residents, project proponents, other interested parties, and representatives of other agencies; and

WHEREAS, the Board of Supervisors reviewed the document entitled the "Florin Vineyard Community Plan," attached hereto as Exhibit "A", and determined that said document contains the goals and policies for future land uses, circulation and infrastructure for the Florin Vineyard Gap area; and

WHEREAS, the Board of Supervisors determined the "Florin Vineyard Community Plan" to be consistent with the policies and goals of the Sacramento County General Plan; and

WHEREAS, the Board of Supervisors determined that the Final Environmental Impact Report prepared for the "Florin Vineyard Community Plan" was adequate and complete and prepared in compliance with the California Environmental Quality Act; and

WHEREAS, after deliberation, the Board of Supervisors formulated their decision;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Sacramento does hereby adopt the "Florin Vineyard Community Plan" as set forth in that document attached and incorporated herein as Exhibit "A".

On a motion by Supervisor Nottoli, Seconded by Supervisor Serna, the foregoing resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof this 15th day of December, 2010, by the following vote, to wit:

AYES: Supervisors: Nottoli, Peters, Serna, Yee, MacGlashan

NOES: Supervisors: None

ABSENT: Supervisors: None

ABSTAIN: Supervisors: None

Roberta MacGlashan

CHAIRMAN OF THE BOARD OF SUPERVISORS
OF SACRAMENTO COUNTY, CALIFORNIA



Cyndi Lee

CLERK OF THE
BOARD OF SUPERVISORS

In accordance with Section 26100 of the Government Code of the State of California a copy of this document has been delivered to the Chairmen of the Board of Supervisors, County of Sacramento on

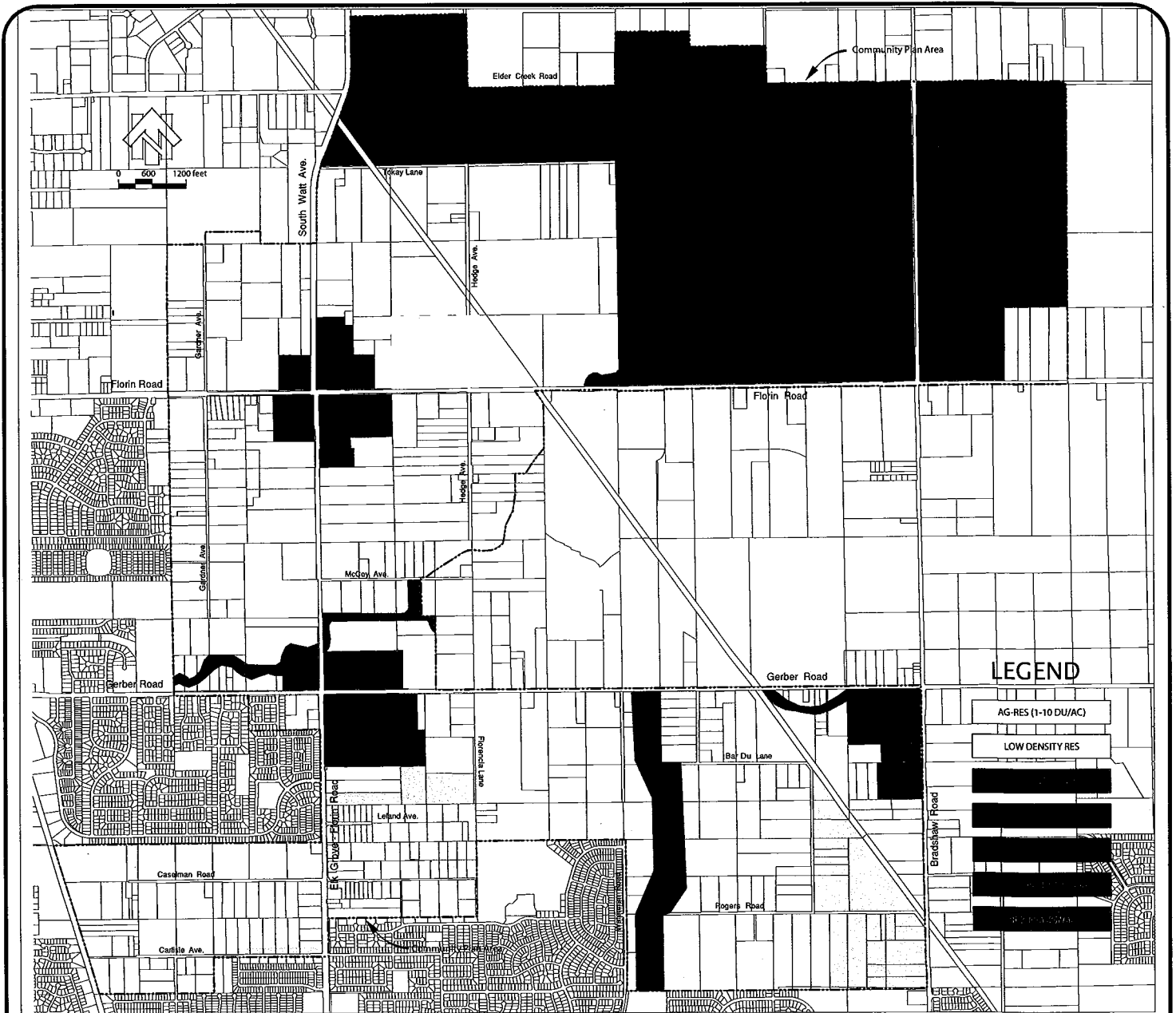
DEC 15 2010

By *Allyson Mink*
Deputy Clerk, Board of Supervisors

FILED

DEC 15 2010

BY *Cyndi Lee*
CLERK OF THE BOARD



LEGEND

AG-RES (1-10 DU/AC)

LOW DENSITY RES

SCHOOLS:

Based on the range of development capacities of the Florin Vineyard Community Plan, up to five elementary school sites will be required to meet the future educational demands of the project area. An elementary school shall be located in each of the four sub-areas shown in figure 7.3, School Plan Exhibit, of the Florin Vineyard Community Plan text. An additional high school/middle school site shall be located within the plan area. Each site shall meet with school siting criteria and is subject to approval by the Elk Grove Unified School District.

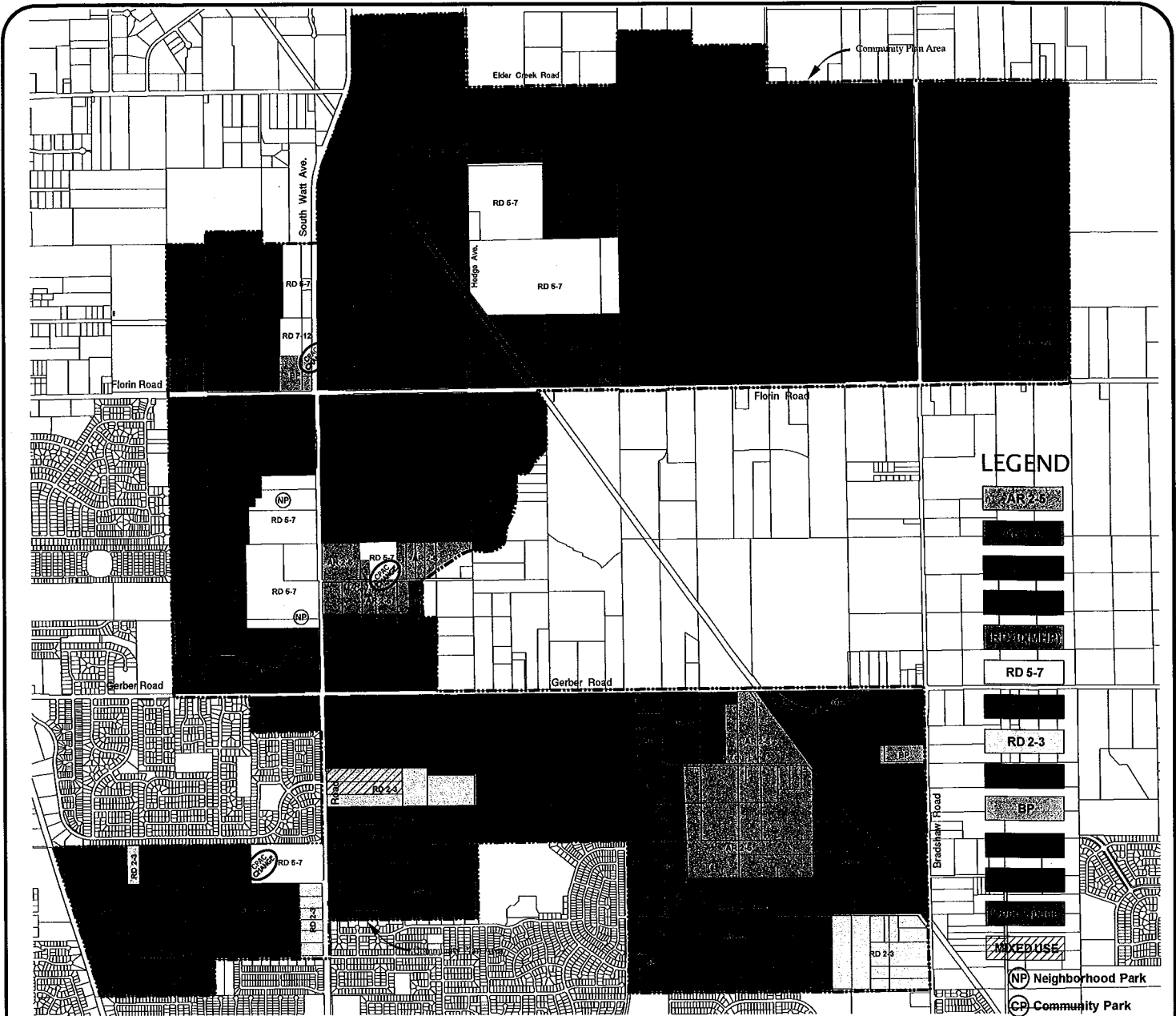
**PLANNING COMMISSION RECOMMENDED
LAND USE PLAN
FLORIN-VINEYARD COMMUNITY PLAN**

County of Sacramento, California
Scale: 1"=600' August 23, 2010



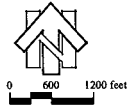
eXHIBIT 1

10/25/2010 11:45 AM C:\Users\jlmiller\Documents\Project\Map\Map101001.dwg Plot of the 10/25/2010



LEGEND

- RD 2-3
- RD 5-7
- RD 6-7
- RD 7-12
- RD 5-7
- RD 2-3
- BP
- NP
- MIXED USE
- NP Neighborhood Park
- CP Community Park



**CPAC "HYBRID" LAND USE PLAN
FLORIN-VINEYARD COMMUNITY PLAN**

County of Sacramento, California
Scale: 1" = 600' January 7, 2010

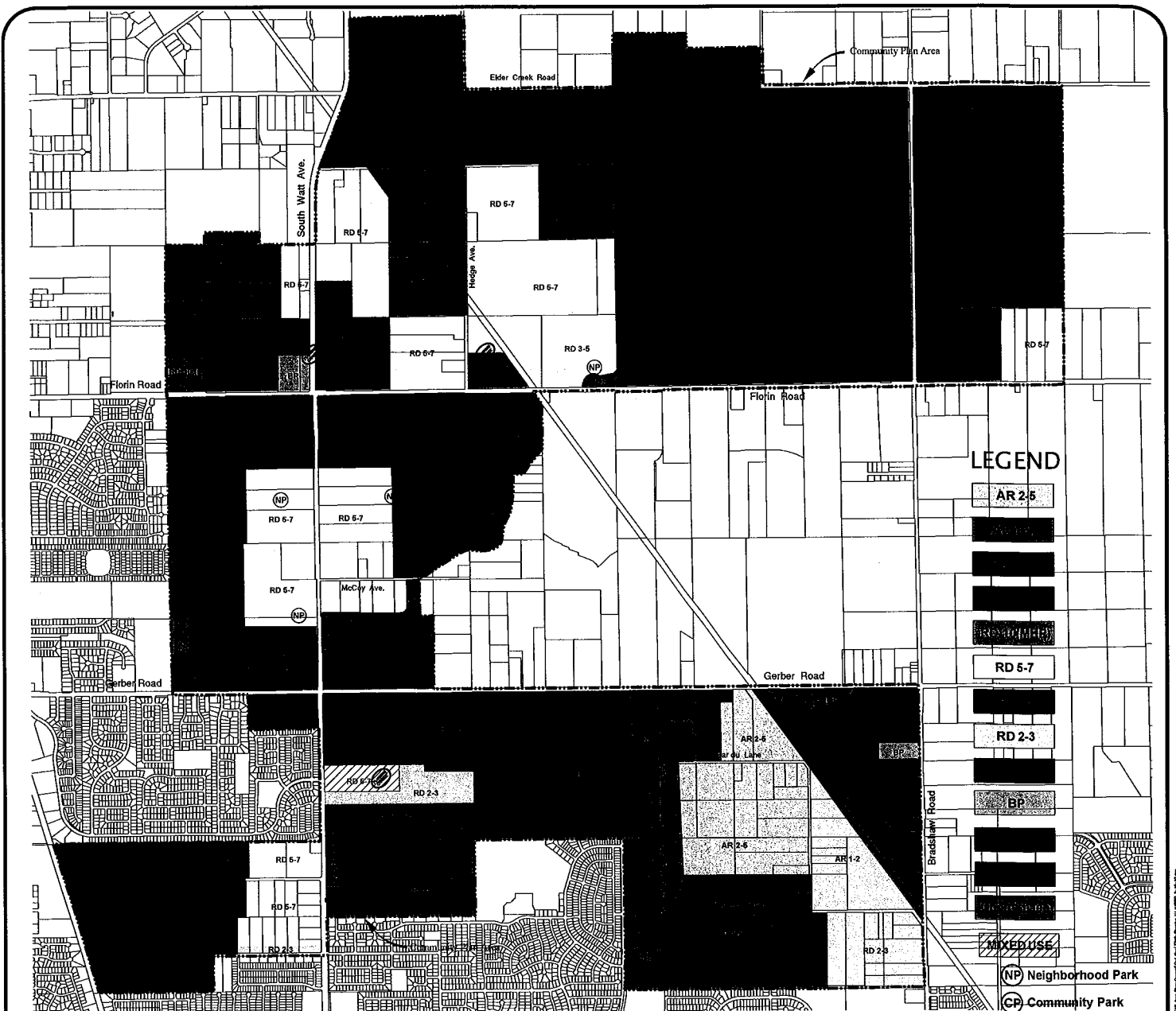
= Indicates CPAC change from CAC Plan.

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

EXHIBIT 2

7748-00

DATE PLOTTED: 1/14/10 11:42 AM. PLOT FILE: C:\PROJECTS\2010\FLORIN-VINEYARD\CPAC\CPAC_HYBRID_LUP_PLOT10.DWG



LEGEND

AR 2-5

AR 2-6

AR 1-2

RD 5-7

RD 2-3

BP

RESIDENTIAL MEDIUM DENSITY

RESIDENTIAL SINGLE-FAMILY

MIXED USE

NP Neighborhood Park

CP Community Park



PLANNING DEPT. "HYBRID"
LAND USE PLAN
FLORIN-VINEYARD COMMUNITY PLAN
County of Sacramento, California
Scale: 1"=600' February 18, 2010

= Indicates change from original Planning Dept. plan.



EXHIBIT 3

DATE: 02/18/10 09:41 AM FILE: P:\Projects\GIS\MapServer\2010\10-18-10\FV_CompPlan_10-18-10.aprx

APPENDIX D

PHASING OF ROADWAY IMPROVEMENTS

APPENDIX D

FLORIN VINEYARD COMMUNITY PLAN PHASING OF ROADWAY IMPROVEMENTS

This exhibit sets forth the detailed requirements for mitigating the traffic impacts associated with the development of planned land uses within the Florin Vineyard Community Plan. These impacts are presented in full detail in Appendix I of Volume 3 of the Florin-Vineyard GAP Community Plan Project Final Environmental Impact Report (Control No. 04-GPB-CPB-0096).

Phasing of Traffic Mitigation Roadway Improvements

The County Department of Transportation conditions below are based on traffic mitigation measures identified in the Final Environmental Impact Report (FEIR) for the FVCP and on additional traffic analysis to determine the appropriate phasing of roadway improvements associated with development of approved land uses in the FVCP. For a complete description of the mitigation measure improvements, refer to the FVCP FEIR. These conditions apply to all residential development within the FVCP area and are in addition to any other conditions applied to individual properties within the FVCP. Non-residential development projects associated with retail/commercial services, office, and industrial land uses within the FVCP are not subject to these phasing conditions, but shall contribute appropriately to meeting overall FVCP traffic mitigation obligations through construction of onsite and adjacent roadway improvements (including logical segments) as specified in project conditions of approval and by payment of Florin Vineyard Fee Program Roadway Fees and Sacramento County Transportation Development Fees.

The Land Division and Site Improvement Review (LDSIR) Section in the Department of County Engineering will maintain an inventory of the cumulative total number residential units that may be constructed on lots created by final subdivision maps within the FVCP. Such potential residential construction will include single family detached and attached residential units and multiple family residential units of all types. For multiple family parcels the unit count will be based on approved site plans where applicable as well as zoned density and dwelling unit limits. The tally of total cumulative residential units will be posted on the LDSIR internet website and updated regularly.

Required installation of the specific roadway improvements listed in each numbered condition below applies when the specified residential unit threshold for that section is reached (e.g., Conditions 1 through 3 prior to 176 residential units, Conditions 4 and 5 prior to 501 residential units, Conditions 6 through 9 prior to 576 residential units, etc.). Property owners with approved tentative subdivision or parcel maps with entitlements for residential development should consult with the Department of Transportation staff to determine which traffic mitigation measures must be constructed before their final maps may be recorded. Collaboration among owners seeking to develop their properties is anticipated to achieve timely installation of these roadway improvements. Coordination of planned public construction and private construction of mitigation measures will be encouraged. The subsequent conditions explain the overall scope and design

requirements of each specific roadway improvement, as well as referencing the FEIR Mitigation Measure that the improvement satisfies or partially satisfies.

Conditions that specify certain roadway improvements required to mitigate Cumulative + Project traffic impacts be constructed by developers on a "fair share basis" are associated with more flexible rules regarding scope of roadway improvements, consideration of interim improvements, assembly of needed financing from multiple sources, and the specific phasing threshold. The language in each of these conditions includes the phrase "on a 'fair share' basis satisfactory to the Department of Transportation." The Director of Transportation shall determine at the time additional final map residential units are proposed if the then current and anticipated traffic levels of service associated with the mitigation improvement are critical, if the contributions toward funding needed for construction of fair share improvements are sufficient to enforce the indicated phasing threshold, if FVCP development should be required to construct the entire fair share improvement or some lesser portion of it, and if alternative improvements can be substituted to effect a comparable reduction in traffic congestion.

To the extent feasible during the process of implementation of the FVCP Public Facilities Financing Plan, it is anticipated that the traffic mitigation phasing obligations associated with the North Vineyard Station Specific Plan (NVSSP) will be integrated with these Florin Community Plan roadway phasing requirements to achieve what has been described as a "blended" Roadway CIP and fee program applicable to developments in both the FVCP and the NVSSP.

PHASE ONE

Prior to recordation of 451st residential building lot within the FVCP Area:

1. Reconstruct and widen South Watt Avenue from existing two-lane road section to four-lane thoroughfare center section from SR-16 to Fruitridge Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.3) Mitigation Measures: TC-1(d); TC-1(n); TC-1(o); and TC-1(t).
2. Reconstruct and widen existing intersection of Fruitridge Road at South Watt Avenue to a 4X6 signalized intersection. (4) Mitigation Measures: TC-2(h) and TC-4(h)1-27.
3. Restripe and modify the signalization of the existing intersection of Elder Creek Road at South Watt Avenue to a 2X4 intersection. (6) Mitigation Measure: TC-2(dd).
4. Reconstruct and widen Elk Grove-Florin Road from existing two-lane road section to four-lane thoroughfare center section from Florin Road to Gerber Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.1) Mitigation Measures: TC-1(q) and TC-3(aa).

5. Replace existing bridge with a six-lane bridge on Elk Grove-Florin Road at Elder Creek Crossing based on a 96-foot standard thoroughfare. (8.1d) Mitigation Measure: TC-1(q).

Prior to recordation of 766th residential building lot within the FVCP Area:

6. Reconstruct and widen South Watt Avenue from existing two-lane road section to four-lane thoroughfare center section from Elder Creek Road to Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.5) Mitigation Measure: TC-1(p).
7. Reconstruct and widen the existing at-grade Railroad crossing to a four-lane at-grade crossing (including appurtenances) on South Watt Avenue at the CCTC RR crossing based on a 96-foot standard thoroughfare. (7.5r) Mitigation Measure: TC-1(p).

Prior to recordation of 826th residential building lot within the FVCP Area:

8. Widen existing intersection of SR-16 at Bradshaw Road to a modified 4X6 (adding northbound, eastbound, southbound, and westbound lanes and relocating signal). (2) Mitigation Measure: TC-2(f).
9. Widen existing intersection of Bradshaw Road at Kiefer Boulevard from a modified 4X4 to a modified 4X6 (adding northbound and southbound through and right-turn lanes and relocating signal). (19) Mitigation Measure: TC-2(c).
10. Reconstruct and widen Bradshaw Road from existing two-lane road section to four-lane thoroughfare center section from Florin Road to Calvine Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (9.3) Mitigation Measures: TC-1(v), TC-1(y), and TC-1(z).
11. Widen existing intersection of Elder Creek Road at Bradshaw Road from a 2X4 to a modified 2X6 (adding northbound and southbound shared through/right-turn lanes). (7) Mitigation Measure: TC-2(cc).

Prior to recordation of 1036th residential building lot within the FVCP Area:

12. Reconstruct and widen South Watt Avenue from existing two-lane road section to four-lane thoroughfare center section from Fruitridge Road to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.4) Mitigation Measure: TC-1(o); TC-1(d); and TC-1(t).

13. Widen existing bridge on South Watt Avenue at Morrison Creek Crossing based on a 96-foot standard thoroughfare. (7.4d) Mitigation Measure: TC-1(o).
14. Widen existing intersection of Gerber Road at Elk Grove-Florin Road to a 4X6 and relocate signal. (9) Mitigation Measures: TC-2(gg) and TC-4(aa).
15. Reconstruct and widen Bradshaw Road from four to six lanes (add median and outside lanes) from Kiefer Boulevard to SR-16 based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (9.5) Mitigation Measures: TC-1(u) and TC-3(ee).

Prior to recordation of 1326th residential building lot within the FVCP Area:

16. Widen existing intersection of Gerber Road at Bradshaw Road to a signalized 4X4 (future 6X4). (10) Mitigation Measure: TC-2(t).
17. Reconstruct and widen Bradshaw Road from four to six lanes from SR-16 to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (9.1) Mitigation Measures: TC-1(x) and TC-3(ff).
18. Widen existing bridge on Bradshaw Road at Morrison Creek Crossing based on a 96-foot thoroughfare (six-lane bridge). (9.1d) Mitigation Measure: TC-1(x).

Prior to recordation of 1446th residential building lot within the FVCP Area:

19. Reconstruct and widen Calvine Road from four lanes to six lanes (add westbound lane and frontage) from Power Inn Road to Elk Grove-Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (10.1.1) Mitigation Measures: TC-1(j) and TC-3(o).
20. Reconstruct and widen the existing at-grade Railroad crossing (eastbound including appurtenances) on Calvine Road at the UPRR crossing based on a 96-foot standard thoroughfare. (10.1r) Mitigation Measures: TC-1(j) and TC-3(o).
21. Widen existing intersection of South Watt Avenue at Folsom Boulevard to a 4X6 signalized intersection. (13) Mitigation Measures: TC-2(b) and TC-4(c).

Prior to recordation of 1646th residential building lot within the FVCP Area:

22. Modify the existing intersection of Florin Road and Power Inn Road to provide a shared through/right-turn lane on westbound approach and a shared through/right-turn lane on southbound approach. (12) Mitigation Measures: TC-2(l) and TC-4(r).

23. Modify the existing intersection of Gerber Road at Vineyard Road to a 3-way 2X2 signalized intersection. (11) Mitigation Measure: TC-2(u).
24. Reconstruct and widen South Watt Avenue to six lanes (three lanes each direction) from Kiefer Boulevard to SR-16 based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.2) Mitigation Measures: TC-1(m) and TC-3(w).

Prior to recordation of 1841st residential building lot within the FVCP Area:

25. Reconstruct and widen existing intersection of Florin Road and Excelsior Road to a 4-way 2X2 signalized intersection (future 4X2 with dual left-turn lanes). (8) Mitigation Measure: TC-2(p).
26. Widen the existing intersection of South Watt Avenue at Kiefer Boulevard (add northbound and southbound through lanes and relocate signal). (21) Mitigation Measure: TC-2(bb).
27. Widen the existing intersection of SR-16 at South Watt Avenue to a modified 4X6 signalized intersection (future modified 6X6). (1) Mitigation Measure: TC-2(e).

PHASE TWO

Prior to recordation of 2021st residential building lot within the FVCP Area:

28. Reconstruct, widen existing two-lane road section, add southbound lane and frontage where necessary, and restripe existing French Road to a four-lane arterial from Florin Road to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (12.1.1, 12.1.2, 12.1.3) Mitigation Measures: TC-1(l), TC-1(cc), TC-3(r) and TC-3(v).
29. Widen the existing bridge on French Road at the Elder Creek crossing based on a 74-foot standard arterial. (12.1d) Mitigation Measures: TC-1(l), TC-1(cc), TC-3(r) and TC-3(v).

Prior to recordation of 2126th residential building lot within the FVCP Area:

30. Widen the existing intersection of Florin Road at Florin-Perkins Road (French Road) by adding a westbound right-turn lane. (14) Mitigation Measures: TC-2(ee) and TC-4(s).
31. Widen existing intersection of Florin Road at South Watt Avenue from a partial 4X4 to a full 6X6 (relocate signal). (15) Mitigation Measure: TC-4(u).

32. Widen the existing intersection of Gerber Road at French Road to provide two left-turn lanes, one through lane, and one shared through/right turn lane on the eastbound approach. (18) Mitigation Measure: TC-2(ff).
33. Reconstruct and widen the existing intersection of Calvine Road at Waterman Road (widen eastbound and westbound approaches and relocate signal). (44) Mitigation Measure: TC-2(z).
34. Mitigate the traffic impacts on the Florin Road/Bradshaw Road intersection by implementing the system-wide study area roadway improvements identified in Mitigation Measure TC-1 subject to approval of the Director of Transportation. Mitigation Measure: TC-2(o).
35. Mitigate the traffic impacts on the Gerber Road/Power Inn Road intersection by implementing the system-wide study area roadway improvements identified in Mitigation Measure TC-1 subject to approval of the Director of Transportation Mitigation Measure: TC-2(q).

PHASE THREE

Prior to recordation of 2236th residential building lot within the FVCP Area:

36. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare (add northbound frontage) from Gerber Road to Union House Creek based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.2) Mitigation Measures: TC-1(r) and TC-3(bb).
37. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare from Union House Creek to Caselman Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.3) Mitigation Measures: TC-1(r) and TC-3(bb).
38. Reconstruct and widen Elk Grove-Florin Road from four-lane center section to six-lane thoroughfare (add northbound frontage) from Caselman Road to Carlisle Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.4) Mitigation Measures: TC-1(r) and TC-3(bb).
39. Reconstruct and widen existing intersection of Elk Grove-Florin Road at Caselman Road (add eastbound dual left-turn lanes) to a modified 2X6 signalized intersection. (30) Mitigation Measures: TC-2(x) and TC-4(ii).
40. Reconstruct and widen South Watt Avenue from a four-lane center section to six-lane thoroughfare from Fruitridge Road to Elder Creek Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an

adjacent pedestrian/landscape easement). (7.4) Mitigation Measures: TC-1(t), and TC-3(y) and TC-3(dd).

41. Restripe existing 4X4 intersection of South Watt Avenue at Elder Creek Road to a 4X6 intersection (minor improvements on three frontages will be required). (6) Mitigation Measure: TC-4(n).

Prior to recordation of 2556th residential building lot within the FVCP Area:

42. Reconstruct and widen South Watt Avenue from a four-lane to six-lane thoroughfare center section from SR-16 to Fruitridge Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.3) Mitigation Measures: TC-1(n), TC-3(s & x), and TC-3(dd).

Prior to recordation of 2761st residential building lot within the FVCP Area:

43. Reconstruct and widen South Watt Avenue from a four-lane center section to six-lane thoroughfare from Elder Creek Road to Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (7.5) Mitigation Measures: TC-3(u) and TC-3(z).
44. Reconstruct and widen from four to six lanes the at-grade railroad crossing on South Watt Avenue at the CCTC RR crossing based on a 96-foot standard thoroughfare. (7.5r) Mitigation Measure: TC-1(p).
45. Restripe existing 4X4 intersection of South Watt Avenue at Elder Creek Road to a 4X6 intersection (minor improvements on three frontages will be required). (6) Mitigation Measure: TC-4(n).

Prior to recordation of 2856th residential building lot within the FVCP Area:

46. Restripe existing intersection of Calvine Road at Elk Grove-Florin Road to a 4X6 intersection. (20) Mitigation Measure: TC-2(y).
47. Reconstruct and widen Elk Grove-Florin Road (adding southbound frontage lane) from a four-lane center section to six-lane thoroughfare from Vintage Park Drive to 380 feet south of Brittany Park Drive based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.5) Mitigation Measures: TC-1(s) and TC-3(cc).
48. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare from 380 feet south of Brittany Park Drive to Calvine Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed

in an adjacent pedestrian/landscape easement). (8.6) Mitigation Measures: TC-1(s) and TC-3(cc).

49. Relocate the signal and construct southern curb returns at the intersection of SR-16 at Hedge Avenue. (67)

Prior to recordation of 3416th residential building lot within the FVCP Area:

50. Reconstruct and widen existing partial arterial center section of SR-16 from two-lane to four-lane thoroughfare center section from South Watt Avenue to Bradshaw Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (1.1) Mitigation Measure: TC-1(b).

PHASE FOUR

Prior to recordation of 3466th residential building lot within the FVCP Area:

51. Reconstruct and widen Elk Grove-Florin Road from a four-lane center section to six-lane thoroughfare from Florin Road to Gerber Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (8.1) Mitigation Measures: TC-1(q) and TC-3(aa).

PHASE FIVE

Prior to recordation of 4306th residential building lot within the FVCP Area:

52. Reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from South Watt Avenue to Hedge Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.1) Mitigation Measures: TC-1(h) and TC-3(l).
53. Reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from South Watt Avenue to Hedge Avenue (north side frontage on-site improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.1f.n) Mitigation Measures: TC-1(h) and TC-3(l).
54. Reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from South Watt Avenue to Hedge Avenue (south side frontage on-site improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.1f.n) Mitigation Measures: TC-1(h) and TC-3(l).

55. Reconstruct and widen existing intersection of Florin Road at Gardner Avenue to a 4-way 2X6 signalized intersection. (27) Mitigation Measures: TC-2(m) and TC-4(t).
56. Reconstruct and widen existing intersection of Florin Road at Hedge Avenue to a 4-way 2X4 signalized intersection. (28) Mitigation Measures: TC-2(n) and TC-4(v).
57. Reconstruct and widen existing intersection of Fruitridge Road at Hedge Avenue to a 4-way 2X2 (future 4X2) signalized intersection. (25) Mitigation Measures: TC-2(i) and TC-4(l).
58. Reconstruct and widen Gerber Road from existing two-lane road section to four-lane arterial (eastbound frontage) from Elk Grove-Florin Road to Bradshaw Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (5.2) Mitigation Measure: TC-1(i).
59. Construct a signalized 2X4 (future 4X4) intersection (curb returns on south side only) of Gerber Road at Waterman Road. (29) Mitigation Measure: TC-2(r).
60. Construct the two-lane-with-median arterial center section of Waterman Road from Vintage Park Drive to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (14.1.2) Mitigation Measures: TC-1(s) and TC-3(hh).

Prior to recordation of 5306th residential building lot within the FVCP Area:

61. Reconstruct and widen existing intersection of Elder Creek Road at Hedge Avenue to a 2X4 signalized intersection. (26) Mitigation Measures: TC-2(k) and TC-4(o)A.
62. Reconstruct and widen Elder Creek Road from existing two-lane road section to four-lane arterial from South Watt Avenue to Hedge Avenue based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (3.4) Mitigation Measures: TC-1(w) and TC-3 (ii).
63. Reconstruct and widen Elder Creek Road from existing two-lane road section to four-lane arterial from Hedge Avenue to Bradshaw Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (3.5) Mitigation Measures: TC-1(ee) and TC-3(g).

BUILD-OUT PHASE

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

64. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen Florin Road from existing two-lane road section to four-lane thoroughfare center section from Bradshaw Road to Excelsior Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified

in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (4.2) Mitigation Measure: TC-3(jj).

65. Reconstruct and widen Florin Road (north side frontage onsite improvements) from Bradshaw Road to 2650 feet west of Vineyard Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.2f.n) Mitigation Measure: TC-3(jj).
66. Replace existing bridge on Florin Road at Gerber Creek Crossing with a six-lane thoroughfare bridge, based on a 96-foot standard thoroughfare. (4.2d) Mitigation Measure: TC-3(jj).
67. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing modified 2X4 intersection of Florin Road at Bradshaw Road to a 4X6 signalized intersection (add one through lane each direction, westbound right-turn lane). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (Citizens Advisory Committee (CAC) Plan mitigation only.) (48) Mitigation Measure: TC-2(o).
68. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Florin Road at Excelsior Road to a 4X2 intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (51) Mitigation Measure: TC-4(y).
69. On a "fair share" basis satisfactory to the Department of Transportation, construct a 4-way signalized 2X4 intersection of Florin Road at Vineyard Road. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding

necessary for delivery of a completed design from other sources, if and when available. (53) Mitigation Measure: TC-4(x).

70. On a "fair share" basis satisfactory to the Department of Transportation, construct a 4X4 (future 4X6) signalized intersection of Florin Road at Waterman Road. Should all available funding sources as identified in Florin Vineyard Financing Plan Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (54) Mitigation Measure: TC-4(v)B.
71. On a "fair share" basis satisfactory to the Department of Transportation, construct the Florin Road Bypass (two-lane arterial center section) from Power Inn Road to Florin-Perkins Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in the Florin Vineyard Financing Plan Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 5701st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (4.4) Mitigation Measure: TC-3(i).

Prior to recordation of 6801st residential building lot within the FVCP Area:

72. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen Bradshaw Road from existing four-lane center section to six-lane thoroughfare from Elder Creek Road to Florin Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (9.2) Mitigation Measure: TC-3(gg).
73. On a "fair share" basis satisfactory to the Department of Transportation, widen Bradshaw Road from existing four-lane center section to six-lane thoroughfare from Florin Road to Gerber Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1

(including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (9.6) Mitigation Measure: TC-3(kk).

74. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Bradshaw Road at Kiefer Boulevard to a modified 4X6 (add second eastbound and westbound left-turn lanes and eastbound right-turn lane). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (65) Mitigation Measure: TC-4(e).
75. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing modified 2X6 intersection of Elder Creek Road at Bradshaw Road to a 4-way modified 4X6 intersection (add through lanes and right-turn lanes). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (33) Mitigation Measure: TC-4(p).
76. Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Stockton Boulevard to Power Inn Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.3) Mitigation Measures TC-1(g) and TC-3(h).
77. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection (widen westbound approach and add right-turn lane) of Gerber Road at French Road. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (38) Mitigation Measure: TC-4(z).

78. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing 4X4 intersection of Gerber Road at Bradshaw Road to a 4X6 intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (40) Mitigation Measure: TC-4(dd).
79. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Gerber Road at Waterman Road to a 4X4 intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (41) Mitigation Measure: TC-2(r).
80. Construct a signalized 4X2 intersection of Gerber Road at Bardu Lane. (42) Mitigation Measures: TC-2(s) and TC-4(cc).
81. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen (northbound) existing 3-way intersection of Gerber Road at Vineyard Road to a 4-way intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (60) Mitigation Measures: TC-2(u) and TC-4(ee).
82. Reconstruct and widen existing rural intersection of Gerber Road at Excelsior Road to a 4-way modified 4X2 signalized intersection. (43) Mitigation Measures: TC-2(v) and TC-4(ff).
83. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen Waterman Road from existing section to four-lane arterial (add northbound frontage and median) from Vintage Park Drive to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of

approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.1.1) Mitigation Measure: TC-3(hh).

84. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen Waterman Road from existing two-lane arterial center section to a four-lane arterial from Vintage Park Drive to Gerber Road based on a 74-foot standard arterial (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 6801st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.1.2) Mitigation Measure: TC-3(hh).

Prior to recordation of 8501st residential building lot within the FVCP Area:

85. On a "fair share" basis satisfactory to the Department of Transportation, replace existing rural intersection of Elder Creek Road at Excelsior Road (add northbound left-turn lane and add eastbound right-turn lane) with a signalized intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 8501st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (34) Mitigation Measure: TC-4(q).
86. On a "fair share" basis satisfactory to the Department of Transportation, construct a 3-way 4X4 signalized intersection at Elder Creek Road at Waterman Road. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 8501st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (64) Mitigation Measure: TC-4(v)B3 .
87. Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Florin-Perkins Road to Gardner Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.5) Mitigation Measures: TC-1(aa) and TC-3(j).

88. Reconstruct and widen Florin Road from existing four-lane center section to six-lane thoroughfare from Gardner Avenue to South Watt Avenue based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.6) Mitigation Measures: TC-1(bb) and TC-3(k).
89. Reconstruct and widen Florin Road from Hedge Avenue to Bradshaw Road (north side frontage onsite improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.0f.n)
90. Reconstruct and widen Florin Road from Hedge Avenue to the CCTC RR crossing (south side frontage onsite improvements) based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). (4.0f.s)
91. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Fruitridge Road at Hedge Road (add eastbound right-turn lane). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 8501st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (62) Mitigation Measures: TC-2(i) and TC-4(l).
92. Reconstruct and widen existing intersection of Waterman Road at Florin Road from a 3-way 4X4 to a 4-way 4X4 (future 6X4) signalized intersection. (66) Mitigation Measure: TC-4(v)B3.

Prior to recordation of 9201st residential building lot within the FVCP Area:

93. On a “fair share” basis satisfactory to the Department of Transportation, construct Waterman Road from Florin Road to Elder Creek Road based on a 74-foot standard arterial. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.2) Mitigation Measure: TC-4(v)B3.

94. On a "fair share" basis satisfactory to the Department of Transportation, construct Elder Creek Crossing bridge on Waterman Road based on a 96-foot standard thoroughfare. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (14.2d) Mitigation Measure: TC-4(v)B3.
95. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of Calvine Road at Waterman Road to a 6X4 signalized intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (44) Mitigation Measure: TC-4(jj).
96. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen (add left-turn lanes) existing intersection of Calvine Road at Excelsior Road to a 4-way signalized intersection. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (Citizens Advisory Committee mitigation only.) (45) Mitigation Measure: TC-4(kk).
97. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen Calvine Road from existing four-lane center section to six-lane thoroughfare from Elk Grove-Florin Road to Grand Cru Drive based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (10.2.1) Mitigation Measure: TC-3(p).

98. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen Calvine Road from existing four-lane center section to six-lane thoroughfare (add westbound frontage) from Elk Grove-Florin Road to Grand Cru Drive based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (10.2.2) Mitigation Measure: TC-3(p).
99. Restripe existing intersection of Elk Grove-Florin Road and Calvine Road to a 6X6 intersection. (46) Mitigation Measure: TC-4(gg).
100. Modify the existing signal at the existing intersection of Elk Grove-Florin Road and Vintage Park Drive to add "No U Turn" sign for the southbound approach and to add right-turn overlap phasing on the westbound approach. (47) Mitigation Measure: TC-4(hh).
101. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of South Watt Avenue at Kiefer Boulevard to add northbound right-turn lane. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (61) Mitigation Measure: TC-4(d).
102. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen SR-16 from existing four-lane center section to six-lane thoroughfare (add two frontages) from South Watt Avenue to Bradshaw Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (1.3) Mitigation Measure: TC-3(c).

103. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen SR-16 from existing two-lane road section to four-lane arterial (thoroughfare center section) from Bradshaw Road to Excelsior Road based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (1.4) Mitigation Measure: TC-3(d).
104. Replace existing bridge on SR-16 at Morrison Creek Crossing with a six-lane thoroughfare bridge, based on a 96-foot standard thoroughfare. (1.4d) Mitigation Measure: TC-3(d).
105. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen SR-16 from existing two-lane road section to four-lane arterial (thoroughfare center section) from Excelsior Road to Sunrise Boulevard based on a 96-foot standard thoroughfare (the 6-foot separated sidewalk shall be installed in an adjacent pedestrian/landscape easement). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (1.5) Mitigation Measure: TC-3(d).
106. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of SR-16 at Bradshaw Road from a 4X6 to 6X6. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (Citizens Advisory Committee mitigation only). (63) Mitigation Measure: TC-4(k).
107. On a “fair share” basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of SR-16 at Excelsior Road from a 2X2 to a modified 4X4 (relocate signal). Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the

Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (35) Mitigation Measure: TC-4(i).

108. On a "fair share" basis satisfactory to the Department of Transportation, reconstruct and widen existing intersection of SR-16 at South Watt Avenue from a modified 4X6 to a modified 6X6. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 9201st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (36) Mitigation Measure: TC-4(g).
109. On a "fair share" basis satisfactory to the Department of Transportation, pay a fair share contribution based on the approved Florin Vineyard Community Plan towards the State Route 99 and U.S. 50 Corridor improvements including: (1) Installation of ramp metering at interchange on-ramps on southbound State Route 99 , and (2)Construction of the extension of HOV lanes on U.S. 50 from Watt Avenue to Downtown Sacramento. Mitigation Measure: TC-5.
110. Widen the northbound approach to the Tiogawoods Drive/Elk Grove-Florin Road intersection to provide one left-turn lane, two through lanes, and a shared through/right turn lane. Mitigation Measure: TC-2(w).
111. Widen the westbound approach to the Folsom Boulevard/Florin-Perkins Road intersection to provide two left-turn lanes, one through lane, and one-shared through/right-turn lane. Mitigation Measure: TC-4(b).

Traffic Mitigation Roadway Improvements Located in the City of Sacramento

Mitigation measure roadway improvements located predominantly within the jurisdiction of the City Sacramento are not required to be constructed pursuant to development threshold restrictions, with the exception of South Watt Avenue. Phasing is as recommended in Table A-1 of the FVCP PFFP. Governing these improvements will be an adopted memorandum of understanding with the County for cooperation, as well as reciprocal funding agreements, and cooperative agreements for construction. The following specific roadway improvements have been identified:

PHASE ONE

- A. Reconstruct and widen the existing two-lane road section of Elder Creek Road to a four-lane arterial from Power Inn Road to Florin-Perkins Road based on City of

Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.1.1) Mitigation Measure: TC-1(e) Widen the section of Elder Creek Road between Power Inn Road and Florin-Perkins Road from one to two lanes in each direction.

- B. Reconstruct and widen existing three-lane-with-median road section of Elder Creek Road to a four-lane arterial (add westbound frontage) from Power Inn Road to Florin-Perkins Road based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.1.2) Mitigation Measure: TC-1(e).
- C. Reconstruct and widen the at-grade railroad crossing on Elder Creek Road at the UPRR crossing to a four-lane at-grade crossing (including appurtenances) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.1r) Mitigation Measure: TC-1(e).
- D. On a “fair share” basis satisfactory to the Department of Transportation, widen existing intersection of Elder Creek Road at Florin-Perkins Road to a modified 4X4 signalized intersection (relocate signal and add eastbound and northbound left-turn lanes) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. Should all available funding sources as identified in Table A-1 (including the FVCP fair share) add to less than 100% required to construct said improvement, developer shall coordinate with the Sacramento County Department of Transportation to ensure completion of approved construction plans prior to recordation of 1401st building lot. The developer may be eligible for reimbursement of any advanced funding necessary for delivery of a completed design from other sources, if and when available. (5) Mitigation Measure: TC-4 (m).
- E. Reconstruct and widen Florin-Perkins Road from four to six lanes from SR-16 to Fruitridge Road based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (6.2) Mitigation Measure: TC-1(k).
- F. Reconstruct and widen the dual track at-grade railroad crossing on Florin-Perkins Road at the CCTCRR crossing based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (6.2r) Mitigation Measure: TC-1(k).
- G. Widen existing intersection of Fruitridge Road at Florin-Perkins Road to a 4X6 signalized intersection (relocate signal) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3) Mitigation Measures: TC-2(g) and TC-4(j).

PHASE TWO

- H. Reconstruct and widen existing two-lane road section of Fruitridge Road to a four-lane arterial from Florin-Perkins Road to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (2.1) Mitigation Measure: TC-1(c).
- I. Reconstruct and widen the at-grade Railroad crossing on Fruitridge Road at the CCTC RR crossing (four-lane including appurtenances) based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (2.1r) Mitigation Measure: TC-1(c).

PHASE THREE

(none)

PHASE FOUR

- J. Reconstruct and widen the existing two-lane road section of Elder Creek Road to a four-lane arterial from Florin-Perkins Road to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.2.1) Mitigation Measure: TC-1(f).
- K. Reconstruct and widen the existing three-lane-with-median section of Elder Creek Road to a four-lane arterial (add various frontage segments) from Florin-Perkins Road to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.2.2) Mitigation Measure: TC-1(f).
- L. Reconstruct and widen the existing at-grade Railroad crossing on Elder Creek Road to a four-lane at-grade crossing (including appurtenances) at the CCTC RR crossing based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (3.2r) Mitigation Measure: TC-1(f).
- M. Reconstruct and widen SR-16 from existing two-lane road section to four-lane thoroughfare center section from Folsom Boulevard to South Watt Avenue based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (1.2) Mitigation Measures: TC-1(a), TC-1(dd), and TC-3(b).
- N. Modify the traffic signal timing at the intersection of SR-16 at Folsom Boulevard based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (22) Mitigation Measure: TC-2(a).
- O. Reconstruct and widen existing intersection of SR-16 at Florin-Perkins Road to a 4-way 4X6 intersection based on City of Sacramento standards and to the satisfaction of the Sacramento County Department of Transportation. (23) Mitigation Measures: TC-2(d) and TC-4(f).

