

Mitigation Measure Revisions for Consistency with Capital Southeast Connector
(listed by Condition Number as shown in Section 613-18.6 of Cordova Hills SPA Ordinance):

CONDITION 33:

33. The applicant shall construct or fund, as set forth in the phasing and financing plan approved by the Sacramento County Department of Transportation, and in consultation with the City of Rancho Cordova, the below mitigation measures. The phasing and financing plan shall ensure commencement of construction of traffic improvements prior to degradation of LOS below the applicable County or City standards. This mitigation recognizes that should any of the measures below benefit other projects, a reimbursement agreement may be considered.
- a. *Grant Line Road from Jackson Road to Kiefer Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - b. *Grant Line Road from Kiefer Boulevard to University Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - c. *Grant Line Road from University Boulevard to Chrysanthy Boulevard* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - d. *Grant Line Road from Chrysanthy Boulevard to North Loop* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - e. *Grant Line Road from North Loop to Douglas Road* – Increase roadway capacity by widening this segment to ~~6~~4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - f. *Grant Line Road from Douglas Road to White Rock Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - g. *Jackson Road from Sunrise Boulevard to Grant Line Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control.
 - h. *Douglas Road from Rancho Cordova Parkway to Grant Line Road* – Increase roadway capacity by widening this segment to 4 lanes and upgrading the capacity class to an arterial with moderate access control between Americanos Boulevard and Grant Line Road, and by adding two westbound travel lanes to Douglas between Rancho Cordova Parkway to Americanos Boulevard. Construct interim sidewalk improvements (typically a detached asphaltic concrete path) and bicycle lanes (*Final EIR Mitigation Measure TR-5*).

CONDITION 37:

37. The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with the City of Rancho Cordova, and may be up to 100% of the cost of the improvements.
- a. *Sunrise Boulevard and Douglas Road* – Provide overlap phasing on the eastbound and westbound right turns.
 - b. *Grant Line Road and Douglas Road* – Provide a ~~third southbound through lane and~~ overlap phasing on the eastbound right turn lane. ~~To be consistent with the segment mitigations a third northbound through lane is included.~~
 - c. *Grant Line Road and North Loop Road* – Provide a westbound free-right turn lane. Also an extra northbound departure lane is needed for the westbound free-right movement.
 - d. *Grant Line Road and University Boulevard* – Provide a northbound free-right turn lane. Also an extra eastbound departure lane is needed for the northbound free-right movement (*Final EIR Mitigation Measure TR-9*).

CONDITION 39:

39. ~~**Deleted.** The applicant shall be responsible for a fair share of the below mitigation measures. The fair share shall be calculated to the satisfaction of Sacramento County Department of Transportation, in consultation with the City of Rancho Cordova, and may be up to 100% of the cost of the improvements.~~
- a. ~~*Grant Line Road from Rancho Cordova Parkway to Kiefer Boulevard* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.~~
 - b. ~~*Grant Line Road from Kiefer Boulevard to University Boulevard* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.~~
 - c. ~~*Grant Line Road from North Loop to Douglas Road* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control.~~
 - d. ~~*Grant Line Road from Douglas Road to White Rock Road* – Increase roadway capacity by widening this segment to a 6 lane arterial with moderate access control (*Final EIR Mitigation Measure TR-11*).~~

INTRODUCTION TO CONDITIONS 43-45:

Roadway Improvement Conditions at time of connection to Grant Line Road. Improvements on Grant Line Road shall be coordinated with the County Department of Transportation and the Capital Southeast Connector Joint Powers Authority (Connector JPA). The nature and extent of the following improvements will depend on the timing of the improvements on Grant Line Road necessary to provide appropriate access to Cordova Hills and the timing of Connector improvements along this common segment of Grant Line Road, a future Connector Expressway segment. In order not to impede or delay the development of the Cordova Hills Project, Cordova Hills may install interim improvements, provided that to the extent feasible; throw away improvements are minimized, improvements are compatible with the most recently adopted Connector Project Design Guidelines (Connector PDG), and consultation with the Connector JPA occurs. Depending on the timing of construction of Connector JPA improvements that will fully mitigate for specific Cordova Hill's impact, at the request of Cordova Hills and upon approval by the County Department of Transportation and the County Environmental Coordinator and with consultation with the Connector JPA, a Cordova Hills cash in-lieu of improvements directed to the Connector JPA and for the express use of funding those improvements that mitigate for the Cordova Hills impact shall be considered as equivalent improvements. If a finding of equivalency is made, such an in-lieu payment shall fully satisfy Cordova Hills' mitigation obligations as established by the EIR and the Conditions of Approval. Applicable to conditions of approval number 43 through 45.

~~Improvements on Grant Line Road shall be coordinated with the County Department of Transportation and the Capital Southeast Connector Joint Powers Authority (Connector JPA). The nature and extent of the following improvements will depend on the timing of the improvements on Grant Line Road necessary to provide appropriate access to Cordova Hills and the timing of Connector improvements along this common segment of Grant Line Road, a future Connector Expressway segment. Until such time that the Connector JPA establishes final horizontal and vertical roadway alignments for the Connector roadway, interim improvements may be implemented provided that to the extent possible, throw away improvements are minimized, improvements are compatible with the most recently adopted Connector Project Design Guidelines (Connector PDG), and consultation with the Connector JPA occurs. Upon establishment of final horizontal and vertical roadway alignments for the Connector roadway, improvements on the Connector roadway alignment should be, to the greatest extent feasible, consistent with the most recently adopted Connector PDG. Depending on the timing of construction of Connector JPA improvements that will fully mitigate for specific Cordova Hill's impact, at the request of Cordova Hills and upon approval by the County Department of Transportation and the County Environmental Coordinator and with consultation with the Connector JPA, a Cordova Hills cash in-lieu of improvements directed to the Connector JPA and for the express use of funding those improvements that mitigate for the Cordova Hills impact shall may be considered as equivalent improvements. Applicable to conditions of approval number 43 through 45.~~

INTRODUCTION TO CONDITIONS 46-52:

Roadway Improvement Trigger Conditions for Project Access to Grant Line Road. Improvements on Grant Line Road shall be coordinated with the County Department of Transportation and the Capital Southeast Connector Joint Powers Authority (Connector JPA). The nature and extent of the following improvements will depend on the timing of the improvements on Grant Line Road necessary to provide appropriate access to Cordova Hills and the timing of Connector improvements along this common segment of Grant Line Road, a future Connector Expressway segment. In order not to impede or delay the development of the Cordova Hills Project, Cordova Hills may install interim improvements; provided that to the extent feasible, throw away improvements are minimized, improvements are compatible with the most recently adopted Connector Project Design Guidelines (Connector PDG), and consultation with the Connector JPA occurs. Depending on the timing of construction of Connector JPA improvements that will fully mitigate for specific Cordova Hill's impact, at the request of Cordova Hills and upon approval by the County Department of Transportation and the County Environmental Coordinator and with consultation with the Connector JPA, a Cordova Hills cash in-lieu of improvements directed to the Connector JPA and for the express use of funding those improvements that mitigate for the Cordova Hills impact shall be considered as equivalent improvements. If a finding of equivalency is made, such an in-lieu payment shall fully satisfy Cordova Hills' mitigation obligations as established by the EIR and the Conditions of Approval. Applicable to conditions of approval number 46 through 52. ~~Improvements on Grant Line Road shall be coordinated with the County Department of Transportation and the Capital Southeast Connector Joint Powers Authority (Connector JPA). The nature and extent of the following improvements will depend on the timing of the improvements on Grant Line Road necessary to provide appropriate access to Cordova Hills and the timing of Connector improvements along this common segment of Grant Line Road, a future Connector Expressway segment. Until such time that the Connector JPA establishes final horizontal and vertical roadway alignments for the Connector roadway, interim improvements may be implemented provided that to the extent possible, throw away improvements are minimized, improvements are compatible with the most recently adopted Connector Project Design Guidelines (Connector PDG), and consultation with the Connector JPA occurs. Upon establishment of final horizontal and vertical roadway alignments for the Connector roadway, improvements on the Connector roadway alignment should be, to the greatest extent feasible, consistent with the most recently adopted Connector PDG. Depending on the timing of construction of Connector JPA improvements that will fully mitigate for specific Cordova Hill's impact, at the request of Cordova Hills and upon approval by the County Department of Transportation and the County Environmental Coordinator and with consultation with the Connector JPA, a Cordova Hills cash in-lieu of improvements directed to the Connector JPA and for the express use of funding those improvements that mitigate for the Cordova Hills impact shall may be considered as equivalent improvements. Applicable to conditions of approval number 46 through 52.~~

CONDITION 48:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 1,800 DUEs within the Cordova Hills SPA:

48. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a modification to the traffic signal, providing a u-turn lane and two through lanes, and a right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes and a free right turn lane on the westbound approach. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. ~~Bus turnouts will be required on Grant Line Road and North Loop Road.~~

CONDITION 49:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 3,200 DUEs within the Cordova Hills SPA:

49. Commence reconstruction and widening of the intersection of University Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification of the existing traffic signal, providing a u-turn lane, two through lanes, and a free right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes and a right turn lane on the westbound approach. Note: The two westbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. For the free-right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. ~~Bus turnouts will be required on Grant Line Road and University Boulevard.~~ (FEIR Mitigation Measures TR-2.J and TR-9.D)

CONDITION 50:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 3,700 DUEs within the Cordova Hills SPA:

50. Commence reconstruction and widening of the intersection of Chrysanthy Boulevard and Grant Line Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include the installation of a traffic signal, providing a u-turn lane and shared through-right turn lane on the northbound approach; a left turn lane and a through lane on the southbound approach; and a left turn lane and a right turn lane on the westbound approach. Bus turnouts will be required on Grant Line Road and Chrysanthy Boulevard.

CONDITION 51:

~~Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 6,500 DUEs within the Cordova Hills SPA:~~

- ~~51. Deleted. Commence reconstruction and widening of the intersection of North Loop Road and Grant Line Road pursuant to the latest Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification to the traffic signal, providing a u turn lane, three through lanes, and a right turn lane on the northbound approach; two left turn lanes and a free right turn lane on the westbound approach; and two left turn lanes and three through lanes on the southbound approach. Note: The two southbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. For the free right turn movement, provide sufficient acceleration lane and taper length and grant the right of direct vehicular access to the County of Sacramento along the acceleration lane/taper length to the satisfaction of the Department of Transportation. Bus turnouts will be required on Grant Line Road and North Loop Road. (FEIR Mitigation Measures TR-2.H and TR-9.C)~~

CONDITION 52:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 7,500 DUEs within the Cordova Hills SPA:

52. Commence reconstruction and widening of the intersection of Chrysanthy Boulevard and Grant Line Road pursuant to the latest Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include modification to the traffic signal, providing a u-turn lane, two through lanes, and a right turn lane on the northbound approach; two left turn lanes and two through lanes on the southbound approach; and two left turn lanes, pavement for future two through lanes, and a right turn lane on the westbound approach. Note: The two southbound left turn lanes shall be extended to a length based on the queuing analysis and to the satisfaction of the Department of Transportation. ~~Bus turnouts will be required on Grant Line Road and Chrysanthy Boulevard.~~ (FEIR Mitigation Measure: TR-2.I)

INTRODUCTION TO CONDITIONS 53-80:

Offsite Roadway Improvement Trigger Conditions. Improvements on Grant Line Road shall be coordinated with the County Department of Transportation and the Capital Southeast Connector Joint Powers Authority (Connector JPA). The nature and extent of the following improvements will depend on the timing of the improvements on Grant Line Road necessary to provide appropriate access to Cordova Hills and the timing of Connector improvements along this common segment of Grant Line Road, a future Connector Expressway segment. In order not to impede or delay the development of the Cordova Hills Project, Cordova Hills may install interim improvements; provided that to the extent feasible, throw away improvements are minimized, improvements are compatible with the most recently adopted Connector Project Design Guidelines (Connector PDG), and consultation with the Connector JPA occurs. Depending on the timing of construction of Connector JPA improvements that will fully mitigate for specific Cordova Hill's impact, at the request of Cordova Hills and upon approval by the County Department of Transportation and the County Environmental Coordinator and with consultation with the Connector JPA, a Cordova Hills cash in-lieu of improvements directed to the Connector JPA and for the express use of funding those improvements that mitigate for the Cordova Hills impact shall be considered as equivalent improvements. If a finding of equivalency is made, such an in-lieu payment shall fully satisfy Cordova Hills' mitigation obligations as established by the EIR and the Conditions of Approval. Applicable to conditions of approval number ~~Improvements on Grant Line Road and White Rock Road east of Grant Line Road shall be coordinated with the County Department of Transportation and the Capital Southeast Connector Joint Powers Authority (Connector JPA). The nature and extent of the improvements will depend on the timing of the improvements to meet level of service standards on impacted roadway segments and intersections and the timing of Connector improvements along common segments of Grant Line Road and White Rock Road, a future Connector Expressway segment. Until such time that the Connector JPA establishes final horizontal and~~

~~vertical roadway alignments for the Connector roadway, interim improvements may be implemented provided that to the extent possible, throw away improvements are minimized, improvements are compatible with the most recently adopted Connector Project Design Guidelines (Connector PDG), and consultation with the Connector JPA occurs. Upon establishment of final horizontal and vertical roadway alignments for the Connector roadway, improvements on the Connector roadway alignment should be, to the greatest extent feasible, consistent with the most recently adopted Connector PDG. Depending on the timing of construction of Connector JPA improvements that will fully mitigate for specific Cordova Hill's impact, at the request of Cordova Hills and upon approval by the County Department of Transportation and the County Environmental Coordinator and with consultation with the Connector JPA, a Cordova Hills cash in lieu of improvements directed to the Connector JPA and for the express use of funding those improvements that mitigate for the Cordova Hills impact shall be considered as equivalent improvements. Applicable to conditions of approval number 53, 54, 56, 57, 58, 60, 61, 62, 63, 64, 65, 66, 68, 69, 73, 74, 77.a, and 80.~~

Construction of the improvements identified in each phased condition below (by the developer of the Cordova Hills Project or by another entity) must begin prior to the applicable trigger being exceeded. Once construction of the relevant improvement has begun, it is permissible for additional development to proceed beyond the cap identified in the Dwelling Unit Equivalent (DUEs) trigger, provided that construction continues to progress and is completed to the satisfaction of the Department of Transportation prior to reaching the next chronological set of DUE triggers or an additional 500 DUEs (whichever occurs first).

CONDITION 56:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 850 DUEs within the Cordova Hills SPA:

56. Commence reconstruction and widening of the existing intersection of Grant Line Road at Douglas Road to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include dual northbound left turn lanes and a northbound through lane; a southbound u-turn lane, a southbound through lane and a southbound right turn lane; and an eastbound left turn lane and an eastbound right turn lane. ~~Note: Bus turnouts will be required on Grant Line Road and Douglas Road.~~ Prior to the time of issuance of the first building permit, and again before the issuance of the building permit for the 1,000th DUE, updated intersection analyses shall be performed by County that include this intersection. The timing of this intersection improvement may be revised to preserve the County's LOS E standard, and may increase or decrease the DUE trigger for the construction of this improvement, but shall not require the improvement any sooner than 250 DUEs. If the DUE trigger for the construction of the foregoing intersection improvements is lowered, then Developer shall make commercially reasonable efforts to commence the improvements prior to the lower DUE being exceeded; however, the development of the Cordova Hills Project

shall not be suspended or delayed so long as Developer has made reasonable efforts to commence construction prior to exceeding the lower DUE trigger. Developer shall make a contribution to the costs of each updated intersection analyses to be conducted for this and three other intersections in an amount not to exceed \$2,000, with the total Developer contribution for both analyses not to exceed \$4,000.

CONDITION 57:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 1,800 DUEs within the Cordova Hills SPA:

57. Commence reconstruction and widening of the Grant Line Road at Douglas Road intersection to modify a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include a southbound u-turn lane, two southbound through lanes and a southbound right turn lane; an eastbound left turn lane and an eastbound free right turn lane; and dual northbound left turn lane (length of northbound left turn lanes to be determined based on future analysis) and two through lanes. For the free-right turn movements, provide right-turn overlap signal phasing and sufficient acceleration lane length and lane taper length to the satisfaction of the Department of Transportation. ~~Note:—Bus turnouts will be required on Grant Line Road and Douglas Road.~~—The through lanes in the northbound and southbound directions shall be carried through the intersection. Prior to the time of issuance of the first building permit, and again before the issuance of the building permit for the 1,000th DUE, updated intersection analyses shall be performed by County that include this intersection. The timing of this intersection improvement may be revised to preserve the County's LOS E standard, and may increase or decrease the DUE trigger for the construction of this improvement, but shall not require the improvement any sooner than 250 DUEs. If the DUE trigger for the construction of the foregoing intersection improvements is lowered, then Developer shall make commercially reasonable efforts to commence the improvements prior to the lower DUE being exceeded; however, the development of the Cordova Hills Project shall not be suspended or delayed so long as Developer has made reasonable efforts to commence construction prior to exceeding the lower DUE trigger. Developer shall make a contribution to the costs of each updated intersection analyses to be conducted for this and three other intersections in an amount not to exceed \$2,000, with the total Developer contribution for both analyses not to exceed \$4,000.

CONDITION 58:

58. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare section from North Loop Road to Douglas Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. ~~(Note: Bus turnouts will be required on Grant Line Road.~~—Note: Condition number 51 requires improvements to the intersection of North Loop Road and Grant Line Road and Condition number 56 requires improvements to the intersection of Douglas Road and Grant Line Road.)

CONDITION 65:

65. Commence reconstruction and widening of Grant Line Road from an existing two-lane road section to a four-lane thoroughfare center section with an interim raised center median (with Type 4 curbs, but no root barrier), interim AC paths (refer to Standard Detail 4-5 for separation requirements of AC path from right-of-way) and six-foot bike lanes from Kiefer Boulevard to University Boulevard based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. ~~Note: Bus turnouts will be required on Grant Line Road.~~ Refer to Condition number 49 that requires improvements to the intersection of University Boulevard and Grant Line Road. (FEIR Mitigation Measure: TR-5.B)

CONDITION 68:

Prior to the recordation of the final maps for residential land uses or issuance of building permits for non-residential land uses (including the University) for 5,800 DUEs within the Cordova Hills SPA:

68. Commence reconstruction and widening of the existing intersection of Grant Line Road at Sunrise Boulevard to provide a separate southbound right turn lane so the Grant Line Road southbound approach has one left turn lane, one through lane, and one right turn lane pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (FEIR Mitigation Measure: TR-1.D).

CONDITION 69:

69. ~~Deleted.~~ Commence reconstruction and widening of the Grant Line Road at Douglas Road intersection to a signalized intersection pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. Improvements shall include dual northbound left turn lanes (length of northbound left turn lanes to be determined based on future analysis) and three northbound through lanes; a southbound u-turn lane, three southbound through lanes and a southbound right turn lane; and an eastbound left turn lane and an eastbound free right turn lane. For the free right turn movements, provide sufficient acceleration lane length to the satisfaction of the Department of Transportation. Note: The through lanes in the northbound and southbound directions shall be carried through the intersection. (FEIR Mitigation Measure: TR 2.G, and TR 9.B)

CONDITION 71:

71. ~~Deleted.~~ Commence reconstruction and widening of Grant Line Road from a four lane road section to a six lane thoroughfare section from North Loop Road to Douglas Road based on a 96-foot standard thoroughfare pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation, provided that the County and the City of Rancho Cordova have reached agreement for construction of the portion of the improvements within the City's jurisdiction. Performance of this condition shall be held in abeyance pending such agreement and development may continue. (Note: Bus turnouts will be required on Grant Line Road. Condition number 51 requires improvements to the intersection of North Loop Road and Grant Line Road and Condition number 69 requires improvements to the intersection of Douglas Road and Grant Line Road.) (FEIR Mitigation Measures TR 5.E and TR 11.C)

CONDITIONS 75 - 77:

~~Provide a fair share contribution for the following mitigation measures for roadway and intersection facilities to the satisfaction of the Department of Transportation. If the Southeast Connector Project is adopted into the County General Plan, then the Cordova Hills Project shall only pay its fair share contribution for the cost of the facilities needed for the Connector Project which replaces them, not to exceed the amount that would have been owed as the Cordova Hills Project's fair share contribution for the original improvements.~~

75. ~~Deleted.~~ Pay a fair share (21%) contribution towards the reconstruction and widening of Grant Line Road from an existing four lane thoroughfare center road section to a six lane thoroughfare section from Douglas Road to White Rock Road pursuant to the Sacramento County Improvement Standards and to the satisfaction of the Department of Transportation. (FEIR Mitigation Measure: TR 11.D)
76. ~~Deleted.~~ Pay a fair share (34%) contribution towards the reconstruction and widening of Grant Line Road from an existing four lane thoroughfare center road section to a six lane

~~thoroughfare section from Rancho Cordova Parkway to Kiefer Boulevard. (FEIR Mitigation Measure: TR-11.A)~~

77. ~~**Deleted.** Pay a fair share (54%) contribution towards the reconstruction and widening of Grant Line Road from an existing four lane thoroughfare center road section to a six lane thoroughfare section from Kiefer Boulevard to University Boulevard. (FEIR Mitigation Measure: TR-11.B)~~